



## **PLANNING BOARD MEETING**

### **CITY OF ST. PETE BEACH**

155 Corey Avenue  
St. Pete Beach, Florida

**Tuesday, 10/20/2015**  
**4:00 p.m.**

Call to Order  
Pledge of Allegiance  
Roll Call

- 1. Changes to the Agenda** – Agenda items to be added, moved or deleted will be addressed at this time. Added items will be assigned agenda item numbers and moved items should remain with the same item numbers. Notation will be made that those items will be taken out of order.
- 2. Audience Comments** – Comments shall be limited to three minutes per person to issues not on the agenda.
- 3. Minutes for Acceptance**

7/21/2015

#### **4. Public Hearings**

- A. Review and recommendation to the City of St. Pete Beach Community Redevelopment Agency on the proposed Community Redevelopment Area Plan's consistency with the City's adopted Comprehensive Plan pursuant to F.S. 163.360(4)

- B. Review and recommendation to the City Commission regarding Ordinance 2015-22 for consistency with the City's adopted Comprehensive Plan.

## **5. Other Action Items**

- A. Adjustment of dates for regular November and December Planning Board meetings

## **6. Discussion Items**

- A. Allure Hotel Redevelopment Preliminary Site Plan  
4506 Gulf Boulevard (information only)
- B. Attorney Update

## **7. Adjournment**

### **APPEAL**

If a person decides to appeal any decision made at this meeting, he or she will need a record of the proceeding and, for such purpose, may need to ensure that a verbatim record of the meeting is made, which record includes the testimony and evidence upon which the appeal is to be based. (F.S. 286.0105) The City does not furnish verbatim transcripts; interested parties should make the necessary arrangements for verbatim transcripts.

### **AMERICAN DISABILITIES ACT**

In Accordance with the American's with Disabilities Act and F.S. 286.26, persons with disabilities needing special accommodations to participate in this meeting should contact City Hall at (727) 367-2735 no later than (4) days prior to the meeting for assistance. The public is cordially invited to attend. All agenda material is available for review at City Hall.

## **PLANNING BOARD MINUTES**

**JULY 21, 2015**

**4:00 P.M.**

### **CALL TO ORDER**

### **PLEDGE OF ALLEGIANCE**

### **ROLL CALL**

### **PRESENT:**

Tiffany Secka, Chairwoman  
Ward Friszolowski, Vice Chairman  
Jack Brock, Member

### **ABSENT:**

Jack Ohlhaber, Member (excused)  
Ron Holehouse, Member (excused)

### **ALSO PRESENT:**

Andrew Dickman, City Attorney  
Jennifer Bryla, Community Development Director  
Chelsey S. Welden, Urban Planner II  
Mary Jo Murphy, Deputy City Clerk

### **1. Changes to the Agenda**

Chairwoman Secka stated there would be the following changes to the agenda:

- Remove No. 5A, "Adoption of Administrative Code for the 5<sup>th</sup> Edition (2014) of the Florida Building Code," and No. 3, "Review and Approval of June 16, 2015 Meeting Minutes" from the agenda.

### **2. Audience Comments**

There were no audience comments.

### **3. Review and Approval of June 16, 2015 Meeting Minutes**

No. 3 was removed from the agenda.

#### **4. Public Hearings (Legislative)**

- a. Resolution #2015-10 Update to the Pinellas County Local Mitigation Strategy (requesting recommendation to City Commission)

Mr. Bruce Cooper, Building Code Administrator, explained Resolution 2015-10 to the Planning Board members. Mr. Cooper offered to answer questions from board members. There was board discussion between Mr. Cooper and the Planning Board members.

**Member Brock made a motion to recommend to the City Commission to approve Resolution No. 2015-10. The motion was seconded by Vice Chairman Friszolowski and unanimously approved by a roll call vote (3 yeses – 0 nos).**

- b. Ordinance #2015-16 Allowable Encroachments in the Right-of-Way on Eighth Avenue (requesting recommendation to City Commission)

Chairwoman Secka introduced the ordinance and commented that it was a request for recommendation to the City Commission for Ordinance No. 2015-16.

Ms. Bryla, Community Development Director, stated that the ordinance was at the request of the Commissioner for District 4, as well as some residents, and Staff was looking at how to perpetuate the existing historic form on Eighth Avenue.

Ms. Bryla explained the language of the ordinance to the board members and commented that language may need to be added to the ordinance in regard to the setback of the third floor over the right-of-way. Ms. Bryla offered to answer questions from board members. There was board discussion between Ms. Bryla and the Planning Board members in regard to the ordinance.

City Attorney Dickman informed the board they had the ability to do the following options with the ordinance: recommend denial, recommend approval or recommend approval with changes.

There was further board discussion between Ms. Bryla and the Planning Board members in regard to the ordinance.

Chairwoman Secka stated the following changes agreed upon by the Planning Board members for Ordinance 2015-16: a goal of 75% of the building frontage and adding additional language with regard to the third floor for the setback requirements.

**Vice Chairman Friszolowski made a motion to recommend to the City Commission Ordinance No. 2015-16 with the previously stated changes. The motion was seconded by Member Brock and unanimously approved by a roll call vote (3 yeses – 0 nos).**

#### **5. Discussion/Workshop Items**



- a. Adoption of the Administrative Code for the 5<sup>th</sup> Edition (2014) of the Florida Building Code

No. 5A was removed from the agenda.

- b. Revised Flood Hazard Mitigation Regulations

Mr. Cooper presented and reviewed a document entitled "Memo," in regard to the Flood Management Ordinance No. 2015-15, with the Planning Board members. Mr. Cooper offered to answer questions from board members. There was board discussion between Mr. Cooper and the Planning Board members in regard to the ordinance.

In regard to page 32 of the document entitled Memo, "R322.2.2 Enclosed areas below design flood elevation," and page 34, "R322.3.5 Enclosed areas below the design flood elevation," the following was discussed:

- Change "no more than two standard single slab exterior doors" to an unlimited number of standard single slab exterior doors.
- Member Brock pointed out a concern with the following sentence being overly restrictive: "Storage shall be limited to items which otherwise would be stored outside a building or items normally used outside (e.g., grill, lawn mower, folding chairs, etc.)." Mr. Cooper stated he would follow up with the Community Rating System, CRS, to confirm whether this verbiage is required within the standards of the State before the ordinance goes to the City Commission.
- Delete: "and shall not be temperature-controlled."

**Member Brock made a motion to recommend to the City Commission to adopt Ordinance 2015-15 subject to the changes previously discussed. The motion was seconded by Vice Chairman Friszolowski and unanimously approved by a roll call vote (3 yeses – 0 nos).**

- c. Regulations Regarding Dogs on the Beach

Ms. Bryla explained to the Planning Board that this ordinance has already been through a First Reading with the City Commission. The existing ordinance prohibits dogs on the beaches adjacent to the Gulf of Mexico, and this ordinance will prohibit dogs on all sand beaches and beach accesses. If the ordinance is passed, the City will put up signage that dogs are prohibited.

City Attorney Dickman mentioned a future memo he will be preparing in regard to service dogs and legal requirements.

There was board discussion in regard to dogs being allowed on the beaches.

Ms. Bryla asked the Board what dialogue the Planning Board would like to offer to the City Commission for the second reading. Chairwoman Secka stated that the Planning Board appeared to be in support of prohibiting dogs on the beaches.

## **6. Adjournment**

Chairwoman Secka asked for any further topics to be discussed from the board members. There was no response.

Chairwoman Secka asked City Attorney Dickman for an update on the Beach Ordinance.

City Attorney Dickman referred to the Beach Ordinance as beach maintenance and management, which encompasses the following: unlawful drinking on the beach; fireworks; dogs on the beach; wildlife; cleaning the beach; private, public and sandy beaches; and the research received from the University of Florida. City Attorney Dickman hopes to compile the large body of research and to propose a project management schedule with the City Manager and Staff. City Attorney Dickman anticipates having a compiled set of ordinances dealing directly with the beach.

Chairwoman Secka followed up on inconsistencies that need to be corrected within the Land Development Code. Ms. Bryla commented that in August she was planning to bring Land Development Code changes to the Planning Board for compliance with the Comprehensive Plan.

Chairwoman Secka asked for any further comments from the board. There were no comments.

There being no further business to come before the Board, the meeting was adjourned at 4:52 p.m.

Attest:

\_\_\_\_\_  
Rebecca C. Haynes, City Clerk

\_\_\_\_\_  
Tiffany Secka, Chairwoman

Minutes approved on: \_\_\_\_\_

|                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                     | <h1 style="text-align: center;">St. Pete Beach<br/>Planning Board</h1> <p style="text-align: center;">155 Corey Avenue<br/>St. Pete Beach, FL 33706<br/>727-367-2735</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p style="text-align: center;"><b>10/20/15</b></p>                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p><b>Review of Amendments to CRA Plan</b></p> <p><b>Staff Representative</b><br/>Jennifer Bryla,<br/>Community Development</p> <p><b>Requested Motion:</b><br/>“I move to approve the CRA Plan as consistent with the City’s Comprehensive Plan and recommend approval by the City Commission.”</p> | <p style="text-align: center;"><b>ITEM SUMMARY:</b></p> <p>The attached Community Redevelopment Plan was presented to the Planning Board for review at the November 17, 2014 meeting, and deemed it consistent with the City’s Comprehensive Plan. Afterwards, city and county staff identified a number of changes to be made, which consultants at Tindale-Oliver &amp; Associates have addressed. The most significant was an update to the Capital Improvements Program (CIP) table, which outlines projects that will potentially be funded by revenues from the CRA Tax Increment Financing (TIF). The purpose of this update was to reflect current cost estimates and to add new projects that might have the opportunity of being funded by the CRA. Also, where there was a surplus of funding beforehand, there is now a deficit of funding for the life of the CRA, showing the City’s need for the funding.</p> <p>Please review the attached CRA Plan, updated CIP table, and make a recommendation to the City Commission concerning compliance with the Comprehensive Plan.</p> <p>Attachments:</p> <ul style="list-style-type: none"> <li>Community Redevelopment Area Plan</li> <li>Updated CIP Table</li> <li>List of Responses to Comments</li> </ul> |

# ST. PETE BEACH COMMUNITY REDEVELOPMENT AREA PLAN

DRAFT – August 2014





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## EXECUTIVE SUMMARY

The City of St. Pete Beach has taken a proactive approach to properly guide future development and to establish a Community Redevelopment Area, which builds upon the City's infill and redevelopment strategies identified within its Comprehensive Plan and its Community Redevelopment District (CRD) Plan. As a result of a desire to jumpstart redevelopment within the Downtown core and the Gulf Boulevard resort tourist area, the City of St. Pete Beach initiated a Finding of Necessity Study (herein referred to as the "Finding Study") pursuant to Chapter 163, Part III, Florida Statutes (F.S.), which was originally adopted in 2005, to identify blight conditions within the proposed St. Pete Beach Community Redevelopment Area (herein referred to as the "CRA"). The City Commission adopted Resolution 2005-14 on June 28, 2005, which stated that due to the presence of conditions identified within the Finding Study, the City Commission found that the proposed CRA did, in fact, contain conditions of blight as defined in Section 163.340, F.S. These findings by the City Commission authorized officials to take the appropriate actions as required to obtain the necessary delegation of redevelopment powers from Pinellas County, pursuant to Section 163.410, F.S.

The Pinellas County Commission (herein referred to as the "Pinellas BOCC") adopted Resolution 06-191 delegating authority to the St. Pete Beach City Commission to create a Community Redevelopment Agency (herein referred to as the "Redevelopment Agency") and begin the process of creating a Community Redevelopment Plan (herein referred to as a "CRA Plan") to pursue redevelopment within the CRA (see Figure 1-1: Aerial Location Map). Resolution 06-191 required a modification to the CRA Boundary and a subsequent update to the analysis within the Finding Study as a result of this change. The revised report was completed in April 2006. On July 13, 2010, the City Commission passed Resolution No. 2010-21, which created the Community Redevelopment Agency, with the City Commission sitting as the governing body. On July 9, 2013, the St. Pete Beach City Commission adopted Resolution No. 2013-09, which ratified City Resolution 2005-14, subject to the revised boundary approved in Pinellas County resolution 06-191. This action (approval of Resolution 2013-09) delegated authority from Pinellas County to pursue community redevelopment and ratified City Resolution 2010-21, which created the Redevelopment Agency. Following adoption of this Plan by the City Commission, it will be sent to Pinellas BOCC for review and approval, establishing the CRA and allowing for the establishment of a Redevelopment Trust Fund.

The City initiated the development of this CRA Plan to identify capital improvements, programs, and initiatives that would encourage redevelopment and eliminate the blighted conditions identified within the adopted Finding Study. These conditions included the following:

1. Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities [Section 163.340 (8)a, F.S.]
2. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness [Section 163.340 (8)c, F.S.]
3. Unsanitary or unsafe conditions [Section 163.340 (8)d, F.S.]
4. Deterioration of site or other improvements [Section 163.340 (8)e, F.S.]
5. Inadequate or outdated building patterns [Section 163.340 (8)f, F.S.]

This Plan addresses the blight identified in the Finding Study and sets the stage for a series of short- and long-term redevelopment activities for new development that can instill civic pride and encourage economic development. These activities will help create a sense of place by improving/upgrading public infrastructure and facilities, more seamlessly connecting the downtown and tourist areas along Gulf Boulevard and investing in unique and innovative programs and initiatives focused on placemaking activities and business assistance programs.



The CRA contains two major planning districts, the Downtown District and the Gulf Boulevard District, each of which has unique characteristics and redevelopment needs (See Figure 1-2: CRA District Map). These districts, as well as a series of smaller sub-areas, were established with the completion of the CRD Plan in 2008. The Downtown District contains the traditional downtown core of St. Pete Beach centered on Corey Avenue. This district contains many of the physical elements of a successful Downtown, but a lack of public/private investment in the area has left it struggling in the face of other competing towns along the West Coast of Florida. The Gulf Boulevard District contains the largest concentration of hotels and resorts within the City of St. Pete Beach, and its success is crucial to that of the city as a tourist destination. As identified within the Finding Study, the continued success of the Gulf Boulevard District as a tourist destination will require the upgrading and redevelopment of many of the resort properties to compete with other nearby destinations that have more modern amenities and accommodations. In addition, the Gulf Boulevard District is also in need of commercial revitalization and redevelopment and infrastructure improvements (particularly bike/pedestrian safety enhancements) that, together, will help to reinvigorate the area as a year-round designation for tourists from around the region and the world.

The Conceptual Diagram shown on the following pages identifies the major capital improvements that have been identified within the CRA Plan. This Plan is intended to serve as a framework for guiding development and redevelopment over the next 30 years. This 30-year duration is necessary due to the extent of infrastructure improvements and the low-increment revenue projections, which will take nearly 10 years to start realizing appreciable revenue increment to use to leverage other funding sources for the improvements. The Community Redevelopment Trust Fund (herein referred to as the "Redevelopment Trust Fund") will be established to receive grants, gifts or tax increment revenues generated by redevelopment activities to implement the Plan.

The Capital Improvements Plan for the CRA Plan includes a variety of projects that will transform the CRA over time. These include both short and long term projects, which will be funded over the entire 30-year timeframe of the CRA. The projects generally include the following:

- Burying of existing utilities along the major corridors throughout the CRA
- Development of a waterfront boardwalk
- Streetscape and mobility improvements in both the Downtown and along Gulf Boulevard Districts
- Development of public parking facilities in both the Downtown and Gulf Boulevard Districts
- Design and implementation of wayfinding signage throughout the CRA
- Design and construction of unique gateway features for the CRA
- Park and open space improvements
- Infrastructure studies to identify specific capital projects

In addition to the capital projects listed above, there are a number of non-capital projects and programs also included within the plan which are intended to encourage economic development within the CRA. These projects and programs include, but are not limited to marketing and branding initiatives, development incentives, business assistance programs (grants, low interest loan programs, façade grants, etc.), land acquisition, special events development and promotion, and Redevelopment Agency administration costs. This projects and programs, in tandem with the capital investments listed above, will create an environment ripe for redevelopment, and help to encourage private sector investment that will help transform the CRA.



## Conceptual Diagram of the St. Pete Beach Community Redevelopment Area

### 1 Transportation and Mobility Improvements

- 1a Waterfront Boardwalk
- 1b Gulf Boulevard District Roadway Improvements
- 1c Downtown District Roadway Improvements
- 1d Public Parking Facilities
- 1e Wayfinding Signage Improvements
- 1f Gateway Improvements

### 2 Infrastructure Improvements

- 2a Utility Relocation
- 2b Stormwater and Drainage

### 3 Parks, Recreation and Public Facility Improvements

- 3a Parks - Expansion and Enhancements
- 3b Police Station Improvements

### 4 Additional Programs

- 4a Business Assistance Programs
- 4b Professional Services
- 4c Special Events Marketing and Promotion
- 4d Development Incentives
- 4e CRA Administration Costs
- 4f Property Aggregation

#### Future Land Use

- Large Resort District (LR)
- Town Center Core District (TC-1)
- Town Center Coquina West and Town Center Corey Circle (TC-2)
- Downtown Core Residential District (DCR)
- Commercial Corridor Blind Pass Road District (CC-1)
- Commercial Corridor Gulf Boulevard District (CC-2)
- Commercial General (CG)
- CRA Parcels
- CRA Boundary
- St Pete Beach

..... Roadway/Beautification Improvements

..... Infrastructure Improvements

\*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.

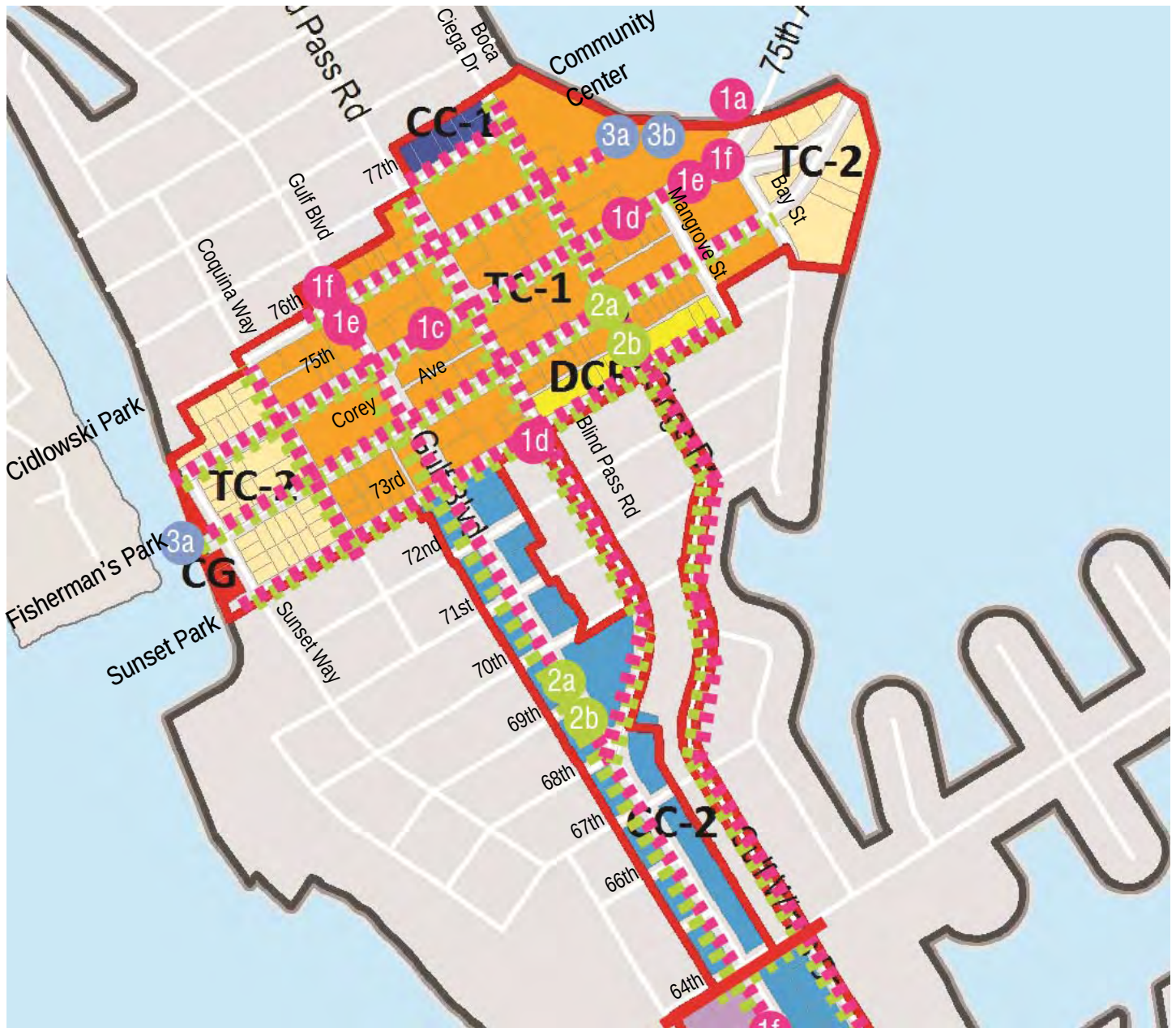




## Conceptual Diagram - Downtown Planning District



\*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.



## Conceptual Diagram - Gulf Boulevard Planning District

### 1 Transportation and Mobility Improvements

- 1a Waterfront Boardwalk
- 1b Gulf Boulevard District Roadway Improvements
- 1c Downtown District Roadway Improvements
- 1d Public Parking Facilities
- 1e Wayfinding Signage Improvements
- 1f Gateway Improvements

### 2 Infrastructure Improvements

- 2a Utility Relocation
- 2b Stormwater and Drainage

### 3 Parks, Recreation and Public Facility Improvements

- 3a Parks - Expansion and Enhancements
- 3b Police Station Improvements

### 4 Additional Programs

- 4a Business Assistance Programs
- 4b Professional Services
- 4c Special Events Marketing and Promotion
- 4d Development Incentives
- 4e CRA Administration Costs
- 4f Property Aggregation

#### Future Land Use

- Large Resort District (LR)
- Town Center Core District (TC-1)
- Town Center Coquina West and Town Center Corey Circle (TC-2)
- Downtown Core Residential District (DCR)
- Commercial Corridor Blind Pass Road District (CC-1)
- Commercial Corridor Gulf Boulevard District (CC-2)
- Commercial General (CG)
- CRA Parcels
- CRA Boundary
- St Pete Beach

..... Roadway/Beautification Improvements

..... Infrastructure Improvements

\*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.





As required by Florida Statutes the CRA Plan includes a Capital Improvements Plan (CIP) which contains order of magnitude costs for all proposed capital improvements that are planned during the implementation of the plan. These cost estimates are broken down by short term (1-5 years), mid-term (6-15 years), and long-term (13-30 year) timeframes. The projected capital cost for each timeframe is summarized below:

- Short Term—(1-5 years) - \$4,563,775
- Mid-Term—(6-15 years) - \$24,871,975
- Long Term (16-30 years) - \$33,907,550

In order to determine the potential revenue that could be generated by the CRA, a market analysis and TIF projections were completed for the life of the CRA. The market analysis determined that the CRA has significant economic growth potential given its unique attributes in comparison to the Tampa Bay Region. TIF projections were generated for short-term (1-5 years), mid-term(6-15 years), and long-term (16-30 years) timeframes. The cumulative estimates for each of these timeframes are summarized below:

- Short Term—(1-5 years) - \$758,092
- Mid-Term—(6-15 years) - \$9,648,649
- Long Term (16-30 years) - \$47,043,008

The comparison of potential increment revenue with the projected capital costs reveals that there will be a deficiency in funding based on increment revenues alone. This deficiency is project to be \$1,894,101, and will need to be covered through the use of a variety of funding sources, which may include special assessments, general revenue, grants, impact fees, local option sales tax (LOST), and other means as they may become available during the life of the CRA. The Redevelopment Agency will prioritize projects and funding sources as appropriate to implement the CRA Plan with the goal of maximizing the impact of redevelopment to eliminate blighting conditions and to encourage economic development.

# CHAPTER 1:

## Initiating Redevelopment





## 1.1 BACKGROUND

On August 30, 2013, the City of St. Pete Beach retained Tindale-Oliver & Associates, Inc. (TOA) as lead consultant in cooperation with its sub-consultant, Urban Development and Mobility Solutions (UDMS), to assist in completing the CRA Plan based on the existing Finding Study that was adopted in July 2013 (Resolution 2013-09). In addition to the completion of the Plan, TOA and UDMS were also contracted to work with City staff to negotiate with Pinellas County regarding the adoption of the tax increment revenue district. The purpose of this document is to plan for the redevelopment of the St. Pete Beach Community Redevelopment Area (herein referred to as “CRA”) for the next 30 years. The Plan represents a community-based effort to shape the future of the CRA through strategic investments aimed at eliminating conditions of blight and ensuring long term prosperity for the area. Figure 1-1 is an Aerial Location Map that shows the CRA area.

The CRA is confined to a specific area along and adjacent to Gulf Boulevard and Corey Avenue within the city of St. Pete Beach in Pinellas County, Florida, and is organized in two planning districts: the Downtown District and the Gulf Boulevard District (see Figure 1-2, CRA District Map).

- The Downtown District includes the city's traditional Downtown area bounded by the Intercoastal Waterway/Boca Ciega Bay to the east, 64th Avenue to the south, the Gulf of Mexico/Blind Pass Channel to the west, and 77th Avenue to the north. The area includes the commercial properties fronting Gulf Boulevard from 73rd Avenue south to the intersection of 64th Avenue, includes the southern leg of the Blind Pass Road corridor beginning north of the Downtown Core from 77th Avenue to Gulf Boulevard, and the Gulf Winds Drive/Boca Ciega Drive roadway corridors.
- The Gulf Boulevard District is primarily a hotel/motel tourist district that includes properties on the west side of Gulf Boulevard bounded by 47th Avenue to the south and 64th Avenue to the north. In addition, the Gulf Boulevard District includes the right-of-way of Gulf Boulevard heading south from generally 46th Avenue to 37th Avenue.

The CRA is approximately **196 acres**, which is **14 percent** of the total city's land area of **1,408 acres**. Figure 1-3 shows the CRA area in comparison to the city limits as a whole.

The St. Pete Beach City Commission originally recognized that blighting conditions exist within the Downtown District and Gulf Boulevard District as early as 2003 after the Master Plan Visioning Process. These conditions have only continued to worsen, contributing to the spread of vagrancy, crime, vacancy, disinvestment, and abandonment of businesses and properties in core commercial and resort areas. The City of St. Pete Beach has been in the process of planning for a successful redevelopment of its Downtown and the Gulf Boulevard tourist and commercial areas and has undertaken a number of efforts, including, but not limited to, the following:

- **Community Redevelopment District (CRD) Plan**—This CRD Plan is a Special Area Plan (SAP) originally adopted in 2008 to identify specific Goals, Objectives, and Policies to encourage redevelopment within the designated area. The CRD included the CRA area as well as, surrounding areas. The CRD Plan includes an overall development vision for the area and detailed recommendations addressing use, density/intensity, and urban design. This CRA Plan builds upon the intent and vision of the CRD Plan, and many of the identified projects and programs proposed within the CRA Plan will, through their implementation, address many of the objectives of the CRD.
- **Comprehensive Plan**—The St. Pete Beach Comprehensive Plan lays out the land use and redevelopment vision for the entire city and includes Goals, Objectives, and Policies designed to encourage long-term prosperity through infill and redevelopment projects, smart infrastructure investment, and green initiatives to improve the environment. The

Comprehensive Plan includes the policies and land use recommendations identified within the CRD. Appendix E of this CRA Plan includes a summary of Comprehensive Plan Objectives and Policies consistent with the creation and implementation of the CRA.

## **ABOUT ST. PETE BEACH**

Located on Florida's west coast barrier islands in Pinellas County, St. Pete Beach has a history of quality residential living complemented by a vibrant hotel and resort economy. The City was incorporated in 1957 with the consolidation of four towns Pass-a-Grille, Don CeSar, Belle Vista, and St. Petersburg Beach. St. Pete Beach celebrated its 50th anniversary in 2007.

According to the 2012 U.S. Census estimate, the population of St. Pete Beach is 9,391, which is a 0.5% increase over the 2010 Census. Though useful as a relative indicator of size, this number does not provide a full picture of the population or the economic orientation of the city. With one of the largest concentrations of hotels in Florida, tourism is vital to the economic health and success of the St. Pete Beach community. This family-oriented beach community includes a mixture of small and large resort hotels, condominiums, single-family residences, offices, and commercial facilities. The resort areas and other commercial development are concentrated along Gulf Boulevard.

## **DEVELOPMENT WITHIN THE CRA**

St. Pete Beach has long served as a major tourist destination within the region, but over the last 25–30 years, it has struggled to encourage the type of new development and redevelopment that will help reposition it to compete with more modern tourist destinations. The city's hotel and resort businesses face many challenges in the current market, as tourism has migrated from St. Pete Beach to other areas throughout the region and the state. Most of the existing hotel and motel properties in the CRA were built in the 1940s and 1950s, and do not offer the types of modern amenities that tourists now expect. Some of the last major resort construction included the Sirata Hotel in 1989 and the Postcard Inn, which opened in 2005 as a major renovation of the Travelodge motel. The age and the physical and economic deterioration of many hotels and resorts within the CRA is keeping many of the remaining hotel properties from reaching their full potential.

Only 20 percent of all hotel or motel rooms in the city are associated with a national hotel or motel brand, compared to 71 percent of hotels and motels in Clearwater Beach. Reinvestment can be more difficult for smaller hoteliers and, often, these properties are declining. Increasing property taxes and insurance premiums since 2004 has only served to accelerate the decline of the St. Pete Beach resort area. Since 2003, a few hotel/motels have closed, and more closures are possible if the deterioration continues. As in much of Pinellas County, there is a tension between the need for lodging for tourists and the demand for residential condominiums along the beach. While some of the pressure for residential has subsided as a result of the recession, an improving economy will bring renewed interest for more residential units.

In addition to the challenge of marketing dated hotels, St. Pete Beach, like other coastal communities, has been faced with increased State regulation in regards to development. Whereas State regulations were drafted to protect the coast of Florida and individuals from hurricane forces, tighter controls on development are frequently at odds with hotel viability. Because of the State's tight controls over the location of new construction delineated by the Coastal Construction Control Lines (CCL) and Preservation land use designations enacted after all of the hotels on St. Pete Beach were built, many of the hotels west of Gulf Boulevard have nonconforming densities and could not be rebuilt at their current density following a catastrophic event. If what exists cannot be redeveloped, hotel property owners have little incentive or ability to reinvest and renovate existing hotels and resorts. Most hotel and motel developers are not permitted to build or redevelop at the density levels needed to make their resort properties economically viable.





Figure 1-1: Aerial Location Map





Figure 1-2: CRA District Map



Figure 1-3: Location Map within City Limits



The few resort properties that have undergone redevelopment have been converted to residential condominiums that can support higher property values and, therefore, need less permissible density. Condominium units are frequently inactive due to seasonal use, creating a different set of economic dynamics in the city. If the hotels within the community continue to convert to residential condominiums, the economic feasibility of the tourism and resort industry will be undermined, and the commercial tax base of the City and the County will likely diminish. In addition, the shift to a more residentially-seasonal population will reduce commercial activity, particularly in the off-season. This could greatly affect the viability of commercial uses within the CRA and the overall quality of life for all the residents of St. Pete Beach.

In addition to the deterioration of resort properties, commercial areas within the entirety of the CRA also have been struggling. As documented within the Finding Study, many of the commercial areas are older and, as a result, do not meet the modern parking, size, and amenity standards required by modern retailers. In addition, the continued growth of the Gulf Boulevard roadway corridor has further reduced the size and usefulness of many commercial parcels, making redevelopment difficult. The Downtown District, centered on the city's traditional main street, Corey Avenue, also has struggled with redevelopment and occupancy of its commercial spaces. The City has worked with business and property owners to encourage new activity, but a lack of parking, the physical disconnection caused by major roadway corridors, and other constraints have challenged redevelopment in the core.

Although residential is somewhat limited within the CRA, there are a number of condominium buildings and some small multi-family developments that are currently occupied. Most of the residential development within the CRA is more than 25 years old, and, much like the resorts within the area, changes in flood insurance costs and construction requirements could impact current owners and inhibit the development of a healthy real estate market due to increased costs of ownership. Additionally, the increased cost of development may inhibit future development of residential uses within the CRA.

The CRA Plan includes specific projects and programs to help kick-start the process of redevelopment within the two districts of the CRA. As described in the remainder of this document and summarized in the Capital Improvements Plan budget in Chapter 6, resources from the Redevelopment Agency will need to be leveraged along with other funding sources to create long-lasting change within the CRA.

## COMMUNITY INVOLVEMENT

Community input and direction for the CRA Plan were provided during the Plan Workshop conducted on November 19, 2013, as well as the Corey Avenue District Workshop held on November 20, 2013, at which elected officials, City staff, and citizens came together to continue the discussion of St. Pete Beach's Vision for the future of their downtown and tourist area. These interactive workshops were the initial step in the visioning process and developing a unified strategy to overcome barriers, such as the economic vitality and redevelopment potential of the Downtown core and the tourist industry.

## 1.2 FINDING OF NECESSITY OVERVIEW

The completion of the Finding Study documents the existence of conditions required to designate a CRA. The City of St. Pete Beach Redevelopment CRA Blight Study concluded the CRA is considered a "Blighted Area," which constitutes an area that is injurious to the public health, safety, morals, and welfare of the residents, as specified in Section 163.335 (1) and 163.340 (8), F.S. (2013), based on the physical, economic, and regulatory conditions and government-maintained statistics.

From the 14 criteria, of which 2 or more conditions are required to be considered a "Blight Area," the following 5 conditions were documented in the adopted Finding Study to exist within the CRA:

1) *Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities. (Section 163.340(8)a, F.S.).*

The totality of CRA comprises a transportation system that falls below current standards and requires a substantial budgetary commitment to maintain and/or upgrade over time. The key intersection with capacity problems is the Gulf Boulevard/75th Avenue/Blind Pass Road intersection. This intersection is the primary traffic obstruction in the CRA and needs to be reorganized. Other solutions would require major infrastructure changes, including acquiring private property to increase roadway rights-of-way.

Driveways and curb cuts along Gulf Boulevard are not consolidated. In as little as 100 feet, 15 driveway cutouts can be found along sections of Gulf Boulevard. Driveways cause significant vehicle and pedestrian safety risks because of the multiple points of potential conflict. The frequency of curb cuts makes consistent streetscape treatment virtually impossible. Because there are inadequate back or front loading areas at many commercial properties along Gulf Boulevard, delivery trucks are forced to unload in the middle turn lane along Gulf Boulevard. This impedes traffic flow and presents a safety risk to drivers and delivery workers.

Gulf Boulevard is the signature street for both St. Pete Beach and the CRA, but the road functions solely as a vehicle mover. The main thoroughfare of the CRA has an outdated transportation network, including inadequate streetscape, transit facility, and safety features. The street design does not provide adequate public beach access and is generally deficient of public parking. Except for a metered parking lot adjacent to the St. Pete Beach Access County park and other on-street parking areas, there are no public parking lots or garages in the CRA. Overall, the existing infrastructure does not provide adequate connections between resort properties and the Downtown or support a more livable space. The absence of pedestrian transportation infrastructure is further evidence of an inadequate transportation system. Additionally, the bike network in the CRA is not sufficient to accommodate alternative modes of transportation, making the overall transportation network inadequate.

Neighborhood connectors such as Boca Ciega and Gulf Winds lack street trees, signage, traffic calming measures, pedestrian walkways, pedestrian crossings, and legal bike lanes with appropriate signage. Current pedestrian infrastructure conditions are unacceptable in the context of contemporary design standards, as they impede alternative modes of mobility. Their current state of disrepair and deterioration discourage investment in the neighborhood because the context is not favorable to long-term ownership of property.

Blind Pass Road between Gulf Boulevard and 75th Avenue carries relatively few cars but is oversized, with long radii that facilitate high-speed driving along the neighborhood corridor. Street trees and sidewalks are inadequate and do not buffer residential uses from the road. The conditions outlined in the Finding Study contribute to the disinvestment of properties along the road. The costs of maintaining and upgrading the entire transportation network can only be expected to increase, and there are no palatable budgetary mechanisms to deal with the conditions described.

2) *Faulty layout in relation to size, adequacy, accessibility and usefulness. (Chapter 163.340(8)c, F.S.).*

The CRA is not an area of open land that can be easily reconfigured. The CRA has a deficient pattern of existing development that precludes modern standards, design, and safety provisions. The non-residential inventory is obsolete by the constraints of small or non-conforming sites, regulations, structure placement, and access. Most commercial buildings in the CRA violate at least some current land development regulations. In today's market, the small size of many hotel and motel parcels make redevelopment of properties functionally impossible. Resort properties are deficient in modern site

requirements, and the size of lots in combination with height limits makes it difficult to redevelop with contemporary amenities. Height limits cause developers to use the entire impervious surface of their lots for the primary structure and surface parking. Without modern amenities, resort redevelopment may not be justifiable economically, particularly considering the low building-to-land value ratios that define the economic rationale for property owners.

Contemporary development practices favor larger sites to enable a variety and mix of uses and activities. The commercial lots in the CRA are largely economically dysfunctional or deteriorated because they do not meet contemporary design and investor requirements. The current commercial properties on Gulf Boulevard from approximately 60th Avenue to 73rd Avenue are about 110 feet deep, which is typically a residential size. To the extent that there are commercial uses on lots that are too small, there has been a resulting impact on residential properties in the form of incompatible uses being placed in very close proximity without adequate buffers and sporadic, irregular, poorly-managed conversions of residential to retail. Over time, these parcels have evolved into commercial uses, in part as a result of the changing character of Gulf Boulevard as a regional road. However, the shallow parcel depths do not accommodate modern commercial development or parking, and as Gulf Boulevard has been incrementally widened, this issue has been exacerbated. This phenomenon has also taken place on Blind Pass Road from 76th Avenue to approximately 80th Avenue.

The typical lot dimensions, in conjunction with immediate proximity to residential areas, preclude adequate space for landscaping or other treatments that might buffer residential zones from commercial uses. Parking for businesses is typically located in the front of the property, with insufficient space for landscaping. These design practices increase the appearance of the asphalt width of the road, makes the regular placement of streetlights and trees difficult, and require individual access points to each business. In some cases, parking has been forced behind commercial properties because of road widening. Rear yard setbacks are so minimal that parking and service areas back up to residential properties without proper buffering. As noted, because of the size and current setbacks, service traffic is not easily managed. In many cases, redevelopment will never adequately accommodate on-site service needs. Overall, current lot layout in the CRA makes redevelopment functionally difficult, and the faulty layout and configuration of lots in relation to size, adequacy, and accessibility are suggestive of a functionally-obsolete or deteriorated commercial land use pattern.

### 3) *Unsanitary or unsafe conditions. (Section 163.340(8)d, F.S.).*

The CRA experiences substantial pedestrian traffic typical of a resort area, yet pedestrian infrastructure is absent, creating unsafe transportation conditions. Crosswalks from existing parking to the beach are deficient. Spot medians and clear pedestrian crossings are lacking in many areas, with high pedestrian traffic creating dangerous conditions. Turn lanes are repeatedly used as refuge spots, endangering both pedestrians and vehicular traffic. Cycling conditions are dangerous on the roads within the CRA.

Designated bike lanes have been added as an afterthought and do not meet transportation width standards. Currently, school buses pick up and drop off on Gulf Boulevard, causing safety risks, particularly considering the inadequate pedestrian conditions along the road. While accidents will occur no matter what safeguards are put in place, clearly having pedestrian and cycling facilities would diminish the number of accidents that might involve pedestrians. Left unchecked, the frequency of accidents will most likely continue to escalate.

Excessive curb cuts in the CRA also reduce pedestrian safety. The multiple driveways cause significant pedestrian safety risks and pose safety risks to drivers due to excessive ingress and egress movement. Parking is typically located in front of many commercial properties, and cars often must back out of lots onto the main thoroughfare, causing dangerous road conditions.

There are also sanitary and safety concerns about the quality of discharged stormwater. Currently, there are limited treatment facilities in the city, and stormwater that enters the Boca Ciega Bay undergoes little filtering because almost all ground surface in the area has been absorbed by low-density development and surface parking lots.

Whereas there are no septic systems in the CRA, there are still sanitary sewer issues. Wastewater pipes in the CRA were installed more than 50 years ago, and most lines in the area comprise VCP clay pipe. The materials allow leakage and infiltration problems.

Floodwater mitigation is not a significant priority for the city, but safety issues still persist. Because of the CRA's proximity to the Gulf of Mexico and the Boca Ciega Bay and the low elevation of the CRA, and because there is insufficient natural drainage in the area, in the case of high tides and heavy rain, little can be done to prevent flooding. When pooling of water occurs and intersections and roads flood, it becomes difficult for safety vehicles to operate. In addition, traffic accidents may occur.

Additional public safety issues occur in the CRA. The northern section of the CRA requires police attention due to criminal issues. The area has pervasive code violation problems among its residential rental properties, raising life safety concerns. In the Gulf Boulevard commercial area, public safety issues occur because of the use of alcohol in commercial properties serving the beach. Police activity in this area typically involves drunk driving and disorderly conduct and fighting that is intensified because of alcohol use.

4) *Deterioration of site or other improvements. (Section 163.340(8)e, F.S.).*

By contemporary standards, the non-residential inventory suffers physical deterioration and dysfunction. The primary concern is deterioration in context and setting, which will discourage long-term sustainability and lead to a reduction in useful life more rapidly than would be the case in a stable commercial environment.

Many properties within the CRA are deteriorated and/or unoccupied. Most transient accommodations are reaching the end of their lifespan, and the redevelopment of hospitality facilities is economically difficult in the current economic and regulatory environment. Many of the commercial improvements in the CRA do not meet the demands of a modern marketplace. Although they may not be excessively deteriorated from a physical standpoint, many are nearing or have reached the end of their useful economic life and are functionally deteriorated.

The sanitary sewer system has deteriorated in the CRA. Sanitary sewer pipes in the CRA are outdated and are causing severe infiltration problems. A significant portion of the wastewater budget is going towards the treatment of infiltrated water. This creates a burden on the sanitary sewer budget, considering that only consumed potable water is billed.

5) *Inadequate and outdated building patterns. (Section 163.340(8)f, F.S.).*

Inadequate and outdated building patterns are prevalent in the CRA and can be spotted based on an informal assessment of conditions in the area. The potential intensity of future development is constrained by the dimensions of existing lots in the CRA. Contemporary design and regulatory practices are violated by conditions in the CRA, and inadequate and outdated building patterns prevent modern standards from being implemented. Deficiencies related to inadequate and outdated building patterns include the following:

- Height restrictions and density restrictions that create undesirable design
- Comprehensive Plan and State regulations based on hurricane evacuation are at odds with redevelopment.
- Planned density difficult to achieve relative to the size and adequacy of platted lots.



- Absence or deterioration of infrastructure.
- Lack of adequate sidewalks and pedestrian facilities.
- Unrestricted and divided ingress and egress among numerous commercial properties.
- Commercial infringement into residential areas stemming from the absence of transitional zones that would create buffering opportunities, inadequate lot depth, and poor design controls.

The information specified in the Finding of Necessity Report is adequate by the criteria specified in Section 163.340 (8), F.S., (2013) to acknowledge blight within the CRA.

### 1.3 INTENT OF THE COMMUNITY REDEVELOPMENT PLAN

The CRA Plan is intended to serve as a framework for guiding development and redevelopment of the CRA over the next 30 years. This Plan incorporates the strategies identified for the Downtown and Gulf Boulevard during the City's CRA Workshop on November 19, 2013, as well as redevelopment objectives, programs, and capital projects to be undertaken to reverse blighting trends within the CRA. This Plan addresses financing and implementation strategies as well as management and administration opportunities. These strategies will continue to be refined as they are implemented. It is clearly intended that special assessments and other revenues may need to be used in conjunction with available increment revenues to achieve stated goals. While based on the most accurate data available, the various strategies and costs identified in this Plan will require additional study and action by the Redevelopment Agency as specific projects are initiated, refined, and implemented.

The Plan's focus is to transform the CRA from its current deteriorated condition into two distinct core planning areas that are unique in character and yet linked physically, economically, and socially. The intent of the Downtown District of the CRA is to create a vibrant mixed-use downtown core that maintains its primary focus on providing government, business, retail, and entertainment services to residents and tourists with opportunities for temporary lodging and secondary residential uses to create a live, work, shop, dine, and entertainment activity center.

The intent of the Gulf Boulevard District of the CRA is to revitalize and redevelop the city's large resort properties and transform Gulf Boulevard into a multimodal corridor that is safe and aesthetically pleasing for both residents and tourists in a way that conveys the city's image as a premier quality residential community and a quality resort destination.

### 1.4 LEGAL BOUNDARY DESCRIPTION OF CRA

The CRA is confined to a specific area along and adjacent to Gulf Boulevard and Corey Avenue within the city of St. Pete Beach in Pinellas County, Florida, and is organized in two districts: the Downtown District and the Gulf Boulevard District. The Downtown portion of the overall CRA is generally located in the city's traditional downtown area, bounded by the Intracoastal Waterway/Boca Ciega Bay to the east, 73rd Avenue to the south, the Gulf of Mexico/Blind Pass Channel to the west, and 77th Avenue to the north. It includes the commercial properties fronting Gulf Boulevard from 73rd Avenue to the intersection of Gulf Winds Drive and Gulf Boulevard; the southern leg of the Blind Pass Road corridor, beginning north of the downtown core from 77th Avenue to Gulf Boulevard through the Downtown Core Residential neighborhood; and the Gulf Winds Drive/Boca Ciega Drive neighborhood roadway corridors, located within the Downtown Core Residential character district. The Gulf Boulevard resort area portion of the overall CRA includes a hotel/motel district that is west of Gulf Boulevard bounded by 47th Avenue to the south and 64th Avenue to the north, as well as the entire Gulf Boulevard roadway corridor, from ½ block north of 76th Avenue south to 37th Avenue. The CRA is approximately **196 acres**, which is **14 percent** of the total city land area of **1,408 acres** (see Figure 1-3). A full Legal description is provided in Appendix J.

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## CHAPTER 2:

# Community Redevelopment Plan Adoption



## 2.1 PREPARATION OF THE COMMUNITY REDEVELOPMENT PLAN

The Community Redevelopment Act, Section 163.360 (4), F.S. (2013), states that a municipality or Redevelopment Agency may itself prepare or cause to be prepared a Community Redevelopment Plan. In a home rule charter county such as Pinellas, the City of St. Pete Beach must request delegation of authority to create the CRA and establish a Redevelopment Trust Fund. The St. Pete Beach City Commission adopted Findings of Necessity for designation of a CRA (Resolution 2005-14) and, subsequently, Pinellas County adopted resolution 06-191, which provides for delegation of powers from the County to the City to allow for the creation and operation of a Redevelopment Agency, subject to conditions, including the adoption of a modified Finding of Necessity Study and final approval of the CRA Plan. On July 13, 2010, the City Commission passed Resolution No. 2010-21 which created the Community Redevelopment Agency, with the City Commission sitting as the governing body. On July 9, 2013, the St. Pete Beach City Commission adopted Resolution No. 2013-09, which ratified City Resolution 2005-14, subject to the revised boundary approved in Pinellas County resolution 06-191. This action (approval of Resolution 2013-09) delegated authority from Pinellas County to pursue community redevelopment and ratified City Resolution 2010-21, which created the Redevelopment Agency. Following adoption of this Plan by the City Commission, it will be sent to Pinellas BOCC for review and approval. If the BOCC approves the CRA Plan, additional community redevelopment powers contained in Chapter 163, Part III, F.S. are delegated to the City. These additional powers may include the authority to establish a redevelopment trust fund subject to BOCC approval. This Plan has been prepared at the direction of the City Commission and represents a collaborative effort between and among City staff, local residents and the consultants.

Community input and direction were provided from a public workshop conducted on November 19, 2013, at which elected officials, City staff, and citizens came together to begin the discussion of St. Pete Beach's Vision for the future of the CRA. The interactive workshop was an important step in developing strategies to improve the economic vitality and redevelopment potential of the CRA.

## 2.2 PROCEDURE FOR CONSIDERING AND ADOPTING THE PLAN

The Community Redevelopment Act, Section 163.360, F.S. (2013), outlines the procedure for considering and adopting this Plan. Once developed, the Plan must be forwarded to the St. Pete Beach Planning Board for review and recommendation as to its conformity within the Comprehensive Plan. Upon reviewing this Plan, the Planning Board is expected to submit written recommendations to the City Commission with respect to the conformity of the proposed Community Redevelopment Plan with the Comprehensive Plan.

Upon receipt of comment from the City Planning Board, the City of St. Pete Beach is required to submit this Plan, together with any written recommendations, to the governing body of each taxing authority levying ad valorem taxes on real estate contained within the CRA. A public hearing will then be held with St. Pete Beach City Commission for adoption of the CRA Plan by resolution. Following adoption of this Plan by the City Commission, it will be sent to Pinellas BOCC for review and approval. When the BOCC approves the CRA Plan, additional community redevelopment powers contained in Chapter 163, Part III, F.S. are delegated to the City. These additional powers may include the authority to establish a redevelopment trust fund subject to BOCC approval, which will then be adopted by ordinance.

## 2.3 COMMUNITY REDEVELOPMENT AGENCY POWERS

The St. Pete Beach City Commission has been established as the Redevelopment Agency. Following approval of the CRA Plan by the Pinellas BOCC, the City Commission will assume its capacity as the governing body of the CRA pursuant to Section



163.356 and 163.357, F.S. (2013). The Redevelopment Agency will consist of the five members of the City Commission, pursuant to Section 163.357(1) (c), F.S. (2013). If the City Commission appoints a Community Redevelopment Advisory Board, such Board will have County representation of at minimum one member appointed by the Pinellas BOCC. Such Advisory Board will meet at least as often as the Redevelopment Agency holds its regular meetings and will meet prior to meetings of the Redevelopment Agency to review and provide recommendations on matters to be considered by the Agency.

City and County staff have coordinated closely on this planning process and have established specific guidelines as to the allocation and use of the tax increment projected to be raised by the CRA. Following adoption of this CRA Plan, the City Commission will have the authority to proceed with redevelopment per its powers as defined in Section 163.356 and 163.357, F.S. Per Pinellas County Resolution 06-191, any modification to this Plan will require a review/approval by the Pinellas BOCC.

The CRA can use its delegated authority to promote and encourage rehabilitation, conservation, and redevelopment within the CRA, pursuant to Section 163.370 and Section 163.410, F.S. (2013). However, certain powers may not be granted to the Redevelopment Agency, pursuant to Section 163.358, F.S. (2013).

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## CHAPTER 3: Redevelopment Vision, Objectives, and Strategies



### 3.1 APPROACH

This chapter presents the vision for the CRA, identifies potential objectives and strategies, and lays a foundation for the programs and projects to be considered by the City of St. Pete Beach, the Redevelopment Agency, and private enterprise implementing this vision. The vision builds upon the redevelopment framework identified in the adopted CRD Plan.

### 3.2 OVERALL VISION OF THE CRA

The CRA contains two primary planning districts: the Downtown District and the Gulf Boulevard District. These two district boundaries are consistent with those within the CRD Plan. Within the CRD Plan, each district contains specific allowable use types, densities/intensities, and design guidelines. The district boundaries help to identify the differences between the commercial/resort areas and downtown core. As described in the CRD Plan, each district is allowed compatible diversity in permitted uses, densities, intensities, and design guidelines for the purpose of creating (1) a live, work, shop, and play environment within the Downtown District and (2) a resort/commercial activity center within the Gulf Boulevard District. The Redevelopment Agency, through implementation of this CRA Plan, will build upon the land use, urban design, and density/intensity guidance identified in the CRD Plan through investment in specific projects. These will include improved infrastructure, rehabilitation of structures, landscape and streetscape upgrades, improved/upgraded parks, creation of parking facilities, and other projects and programs that will continue to build the city of St. Pete Beach as an economic hub for tourism in Pinellas County while creating a walkable, well-designed residential/commercial environment for residents in the community. The following vision principles will guide the implementation of redevelopment in CRA. They are organized by planning district.

### DOWNTOWN PLANNING DISTRICT

#### STREETSCAPE, PEDESTRIAN AND BICYCLE ORIENTATION

*Implement Downtown Redevelopment District Roadway Improvements featuring:*

- New and wider main street-style sidewalks linking the Downtown core retail, business, government, entertainment, dining, and shopping activities to each other from Sunrise Park on Boca Ciega Bay to the east, through the traditional main street activity core to Sunset Park on Blind Pass Channel to the west
- New and wider sidewalks linking trolley stops, crosswalks, parks, and retail, restaurant, and entertainment establishments within the Downtown area
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features
- Pedestrian signalization and other pedestrian safety features at all crosswalks and intersections within the Downtown District
- Pedestrian-scaled decorative lighting
- A waterfront boardwalk along Boca Ciega Bay linking Corey Circle East under the Corey Causeway Bridge to the Community Center and the city's largest waterfront park. This will link two major activity centers in a safe and memorable way and will increase opportunities for larger community events that could capitalize on the resources available at each location, including additional public parking within close proximity to each other
- New and wider bike lanes, where appropriate, linking the traditional Downtown District with the Gulf Boulevard District area and residential neighborhoods, with particular emphasis on linkages to public beach access plazas, trolley stops,
- Other amenities such as street furniture



The improved streetscape will help to calm traffic, increase pedestrian and bicycle safety, and create a more comfortable, safer, and aesthetically-pleasing experience for pedestrians and bicyclists that reduce the negative impacts of major thoroughfare traffic. Figure 3-1 illustrates potential design character of the different types of streetscape improvements that may be developed within Downtown District of the CRA. The final design of any improvements will be determined through future planning and design efforts.



**Figure 3-1: Potential Character for Downtown Planning District Streetscape and Pedestrian Improvements**

### **DOWNTOWN CORE RESIDENTIAL NEIGHBORHOODS**

Install new and improved main street style sidewalks linking residential neighborhoods to the Downtown core retail, business, government, entertainment, and shopping district. Invest in neighborhood infrastructure such as sidewalks, bike lanes, pedestrian-scale street-lighting, traffic-calming, landscaping, and storm water/drainage management. Figure 3-2 illustrates the potential character within the Downtown residential areas.



**Figure 3-2: Potential Character of Downtown District Neighborhood Improvement**

## DOWNTOWN AND COMMERCIAL MIXED USE

Provide flexible regulation that permits the blending of neighborhood commercial, retail, offices, personal services, business services, institutional uses with restricted temporary lodging, and residential uses to be used and implemented as an economic and planning tool that will facilitate parcel assembly. Figure 3-3 includes examples of potential commercial and mixed use development character within the Downtown.



**Figure 3-3: Potential Development Character for Downtown Commercial and Mixed Use**

## PUBLIC INFRASTRUCTURE & FACILITIES

The Redevelopment Agency will work to improve the condition of utilities and public facilities within the Downtown Planning District. This work may take the form of the undergrounding of utilities located within the right-of-way, the development of public parking facilities, and improvements to the former police station in support of identifying a new tenant. In addition, as noted under potential streetscape improvements, the Redevelopment Agency should invest in a pedestrian boardwalk linking Corey Circle East to the Community Center on Boca Ciega Drive on the west side of the Corey Causeway. Figure 3-4 illustrates the desired character for public infrastructure and facility improvements within the CRA.



**Figure 3-4: Public Facilities Desired Character**



## GULF BOULEVARD PLANNING DISTRICT

### STREETSCAPE, PEDESTRIAN AND BICYCLE ORIENTATION

*Implement the Gulf Boulevard District Roadway Improvements featuring:*

- Gateway signage to welcome visitors to the CRA
- Underground utilities
- Improve landscaping within the rights-of-way, including median treatments where appropriate, and Florida-friendly landscaping, where feasible
- New and Improved sidewalks linking resorts and residential neighborhoods to public beach access plazas, trolley stops, crosswalks, parks, and other activity centers
- New and improved bike lanes linking resorts and residential neighborhoods to public beach access plazas, trolley stops, crosswalks, restaurants, and parks as well as to entertainment and retail activity centers
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features
- Pedestrian signalization and other pedestrian safety features at crosswalks and along Gulf Boulevard, where appropriate
- Pedestrian-scaled decorative lighting with banner installation features for general city “branding,” seasonal displays, and special city events
- Other amenities such as street furniture

Figure 3-4 illustrates potential design character of the different types of streetscape improvements that may be developed within Downtown District of the CRA.

### PUBLIC INFRASTRUCTURE & FACILITIES

The Redevelopment Agency will work to improve the condition of utilities and public facilities within the Gulf Boulevard Planning District. This work will take the form of relocating utilities located within selected right-of-way, the development of public parking facilities to improve access to commercial areas and to increase public beach access.

## OTHER CRA-WIDE INITIATIVES

In addition to the district specific investments discussed on the previous pages, the Redevelopment Agency will also implement a number of projects, programs, and initiatives designed to encourage physical redevelopment, economic development, and eliminate the identified conditions of blight.

### BRANDING, SIGNAGE AND WAYFINDING

The Redevelopment Agency should develop and implement a new branding concept to help create/reinforce a sense of place for visitors and community residents alike. The Redevelopment Agency should also create and install customized directional and street signs, trolley stop signs, and other customized signage for the Downtown Planning District's shopping and entertainment areas, and distinct residential neighborhoods abutting the Downtown core area, parks, public parking areas and facilities, and government facilities and services as part of a comprehensive signage program that eliminates visual clutter and uses internationally-accepted symbols to facilitate tourist orientation to the downtown shopping areas and parks and open spaces. Figure 3-5 illustrates the potential design character for wayfinding signage and community branding within the CRA.



**Figure 3-5: Potential Design Character for Branding & Signage**

### BUSINESS ASSISTANCE PROGRAMS

The Redevelopment Agency may offer a variety of business assistance grants and incentives to help business owners with improvements and/or initiatives. These could include business façade grants that focus on improving the physical appearances of small neighborhood commercial businesses that serve the shopping and personal service needs of the immediate area. Additionally, the Redevelopment Agency may choose to develop a marketing program in addition to branding efforts to increase customer base and encourage greater commercial activity within the CRA. Other assistance programs may be developed to provide opportunities for existing/new business to expand their markets, which ultimately will create more activity within the CRA.



## PLAN FRAMEWORK

The intent of this Plan is to serve as a framework for guiding development and redevelopment in the CRA. This Plan identifies redevelopment objectives and lays the foundation for programs and capital projects to be undertaken, which will reverse and remove the blighted area conditions trends within the CRA. This Plan addresses financing and implementation strategies as well as management and administrative opportunities. These programs, projects, funding and financing strategies, and management and administration opportunities will continue to be refined as they are implemented. It is clearly intended that special assessments and other revenues may be used in conjunction with available increment revenues to achieve stated objectives and strategies. While based on the most accurate data available, the various strategies and costs identified in this Plan will require additional study as specific programs and projects are initiated, refined, and implemented.

The focus of this Plan is on mitigation or correction of the various blighted area conditions documented in the adopted Finding of Necessity Report. Changing social, physical, and economic conditions could warrant the modification of this Plan. If the Plan is modified, the CRA must comply with Section 163.361, F.S. (2013).

A Redevelopment Plan Conceptual Diagram was developed as part of this Plan to establish the foundation for planned improvements within the CRA (see Figure 3-6). The elements shown in the Conceptual Diagram may be relocated or realigned in future planning initiatives, so as long as modifications are generally consistent with the vision articulated in this Plan. The City of St. Pete Beach CRD Plan and Land Development Code (LDC) will address the redevelopment area's urban design framework.

**Figure 3-6: Redevelopment Plan Conceptual Diagram**

\*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.

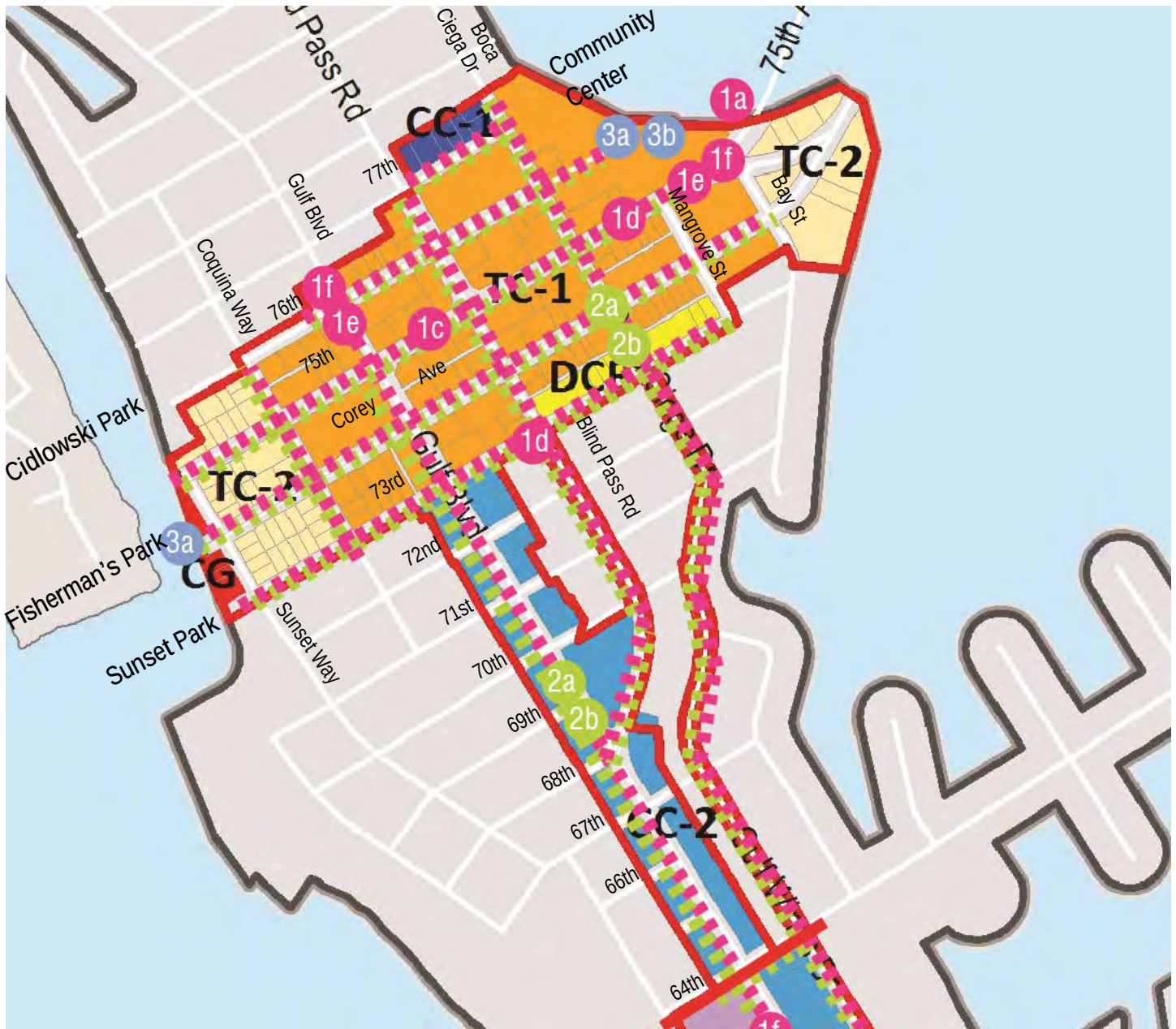




**Figure 3-7: Conceptual Diagram - Downtown Planning District**







**Figure 3-8: Conceptual Diagram - Gulf Boulevard Planning District**

\*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.





### 3.3 REDEVELOPMENT OBJECTIVES AND STRATEGIES

In partnership with private enterprise and other governmental entities, the redevelopment initiative embodied in this Plan will reverse and remove the observed blighted area conditions within the CRA by leveraging public assets to improve the overall economic and physical conditions. Creating a vibrant and walkable Downtown and a more economically-competitive, safe, and beautiful Gulf Boulevard will greatly enhance the community's quality of life.

Strategic initiatives are to be identified and placed into actions to address, reverse, and remove the blighted area conditions that have substantially impaired reinvestment activity in the CRA. These initiatives will help to ensure that the CRA will be substantially redeveloped and revitalized as a community focal point to the benefit of St. Pete Beach residents, businesses, property owners, and visitors through implementation of this CRA Plan.

Objectives have been identified as either "primary" or "community." The primary objectives are deemed the most important in addressing, removing, or mitigating blighted area conditions within the CRA, as identified by the City of St. Pete Beach and in the Finding Study. The community objectives are secondary to the principal focus of this Plan and are intended to pave the way for redevelopment. Nonetheless, the community objectives are important and will be implemented as revenues or other resources permit. The objectives anticipate maximizing the use of private enterprise.

## DOWNTOWN PLANNING DISTRICT

### PRIMARY OBJECTIVES AND STRATEGIES

**Primary Objective 1: Encourage New Infill and Redevelopment Downtown** —The core of the Downtown Planning District shall be a community gathering place that attracts people to the area with living, working, shopping, entertainment, and recreational opportunities. The City and Redevelopment Agency shall encourage revitalization through redevelopment designed to attract residents and visitors to the Downtown core as a community destination.

- Strategy 1.1:* All development and redevelopment within the Downtown Planning District shall be consistent with the policies for the sub-district within which the development occurs and shall comply with the density/intensity standards, and design guidelines included with the CRD Plan.
- Strategy 1.2:* Residential uses in the Downtown Planning District are encouraged only as part of a mixed use commercial project with a variety of densities, housing types, and affordability, consistent with the districts identified within the CRD Plan.
- Strategy 1.3:* A variety of incentives should be made available to encourage commercial revitalization through various redevelopment prototypes in the Downtown Planning District area located along Corey Avenue, on Corey Circle East and Coquina West, and along the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard that also promote a pedestrian-friendly, safe, comfortable, aesthetically-pleasing village-like environment.
- Strategy 1.4:* The City and Redevelopment Agencies should consider incentives to encourage an affordable mix of housing types and varieties that are located within walking distance of the Downtown core area integrated with retail, commercial, office, and entertainment uses at street level to create a live, shop, work, and play environment in the Downtown that will revitalize the traditional main street as a vibrant center of activity for residents and visitors.



- Strategy 1.5:* The City and Redevelopment Agency should work to recognize unique features of Downtown neighborhoods and will develop programs and incentives to help expand neighborhood retail, business, and recreation services.
- Strategy 1.6:* The City and Redevelopment Agency should seek out the development of comprehensive mixed-use redevelopment projects that will act as catalyst projects to stimulate reinvestment and redevelopment of the historic core neighborhood main street shopping and entertainment district.
- Strategy 1.7:* Public or private small-scale marina facilities with transient boat slips to encourage alternative non-vehicular modes of transportation and attract visitors to the core main street shopping, restaurant, and entertainment district shall be encouraged and pursued, where appropriate.
- Strategy 1.8:* Development and redevelopment are encouraged to create a vibrant Downtown environment containing a variety of building forms and styles that respect the Downtown's village-like character and heritage along the Corey Avenue main street and provide building designs that relate to the human scale at the street level
- Strategy 1.9:* Work with property owners and other interested parties to help facilitate the reopening of the Beach Theater to an active use.
- Strategy 1.10:* Pursue public/private partnerships, to identify a permanent tenant for the former Police Station building. Consider financial assistance to help with building renovations, upgrading, etc.
- Strategy 1.11:* All new building construction shall comply with current Building and Safety Codes and FEMA and National Flood Insurance Program regulations to maximize protection of the city's built infrastructure from all manner of hazards, natural disasters, and flooding.

**Primary Objective 2: Provide Mobility Options for Downtown Access and Circulation** —Create a livable community environment where safe and comfortable pedestrian, bicycle, and other non-vehicular mobility is emphasized over vehicular transportation in a manner that ensures that pedestrians, bicyclists, and vehicles can circulate together throughout the Downtown Planning District safely, comfortably, and efficiently.

- Strategy 2.1:* The street grid within the Downtown Planning District should be maintained to provide multiple access points in and through Downtown to assist in dispersing traffic on various routes that will contribute to improved traffic flow and safety.
- Strategy 2.2:* Where feasible, Blind Pass Road and Gulf Boulevard within the Downtown District shall be reclaimed as local streets to operate within the Downtown, not only for vehicular circulation but, more importantly, for safe and comfortable pedestrian and bicycle circulation.
- Strategy 2.3:* Develop and implement a streetscape plan to enhance the comfort and safety of the pedestrian environment in the Downtown Planning District to provide for bicycle or other non-vehicular parking and safe circulation, improve traffic circulation, and provide traffic calming, improve lighting, landscaping, streetscape, and incorporate public art wherever possible.
- Strategy 2.4:* A variety of parking solutions for motorized and non-motorized transportation systems should be pursued to support development and redevelopment while maintaining ease of access and parking throughout the Downtown Planning District. The Redevelopment Agency should consider the completion of a parking master

plan to identify the most effective strategies for managing parking within the Downtown District.

**Strategy 2.5:** Development and redevelopment will be encouraged to provide public improvements that create and contribute to pedestrian and bicycle linkages throughout the Downtown District.

**Strategy 2.6:** Joint-use public/private parking facilities, including public restroom facilities, as centrally located as practical and feasible, shall be pursued in the Downtown District.

**Strategy 2.7:** Development and implement a comprehensive wayfinding signage program within the Downtown District to create identify and facilitate ease of movement for visitors and residents alike.

**Strategy 2.8:** Develop access management strategies to improve the pedestrian experience and functionality of the road, such as consolidation/reduction in curb cuts and driveways, and improved internal connectivity.

**Primary Objective 3: Provide High Quality Public Facilities and Amenities Serving Downtown** —Create a downtown core community that is a vibrant and memorable place for residents and visitors that will provide neighborhood services and opportunities for living, working, recreation, and entertainment that showcase the city's waterfront, main street environment, and history.

**Strategy 3.1:** The Community Center site shall continue to be enhanced and expanded as a waterfront park accessible to all residents and visitors containing active and passive open space that will be a venue for local and regional outdoor activities and entertainment; a pedestrian waterfront boardwalk access to Corey Avenue and a public use should be considered.

**Strategy 3.2:** Waterfront access for public use and enjoyment shall be pursued as an integral element of development and redevelopment at either end of Corey Avenue as focal points for these areas; vacating rights-of-way shall be evaluated and pursued if development or redevelopment will provide public waterfront access.

**Strategy 3.3:** Parks should be maintained, enhanced, and expanded, where appropriate, and recreational activities that serve residents and visitors shall be encouraged.

**Strategy 3.4:** Public waterfront access should be pursued and expanded, where appropriate.

## GULF BOULEVARD PLANNING DISTRICT

**Primary Objective 4: Encourage Revitalization of Tourism Development** —The City and Redevelopment Agency shall encourage the revitalization of the district through commercial and temporary lodging use redevelopment that will attract residents and visitors to the district as a recreation, entertainment, resort, and shopping destination.

**Strategy 4.1:** All development and redevelopment within the Gulf Boulevard Redevelopment District shall further the goals, objectives, and policies included within the Comprehensive Plan.

**Strategy 4.2:** Develop a variety of development incentives to encourage commercial and temporary lodging development in the Gulf Boulevard District. Particular emphasis should be placed on redeveloping temporary lodging uses on the west side of Gulf Boulevard along the Gulf beaches and redeveloping appropriate commercial and residential uses on the east side of Gulf Boulevard.

**Strategy 4.3:** The City shall recognize the unique features of the Gulf Boulevard Planning District and shall implement

landscape and streetscape improvements that promote a pedestrian- and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict.

*Strategy 4.4:* The City and the Redevelopment Agency shall, through projects and programs, work to encourage new and refurbished temporary lodging development consistent with the policies and standards included in the Comprehensive Plan and land development regulations.

**Primary Objective 5: Improve Transportation Connectivity Along the Gulf Boulevard Corridor** —Create a quality livable community where people and vehicles can circulate in the Gulf Boulevard District area safely, comfortably, and efficiently.

*Strategy 5.1:* Work to reclaim Gulf Boulevard as a functioning local street to the maximum extent permitted by FDOT to improve vehicular, non-vehicular, and pedestrian circulation.

*Strategy 5.2:* Design and implement streetscape/landscape improvements to enhance the pedestrian and vehicular environment, attract residents and visitors into the Gulf Boulevard District, improve traffic circulation, and encourage private reinvestment and investment, subject to FDOT approval.

*Strategy 5.3:* Implement a variety of parking solutions for motorized and non-motorized vehicles to support redevelopment while maintaining ease of access and adequate parking throughout the Gulf Boulevard Planning District. The Redevelopment Agency should consider the completion of a parking master plan to ensure effective management of existing/future parking facilities.

*Strategy 5.4:* Public and private sector development shall create and contribute to pedestrian and bicycle linkages throughout the Gulf Boulevard District.

*Strategy 5.5:* Development of on-site and off-site public parking, as well as other mobility improvements, shall be pursued in proximity to public beach access points, pedestrian crosswalks, and major retail and entertainment areas.

*Strategy 5.6:* Development and implement a comprehensive wayfinding signage program within the Gulf Boulevard District to create identify and facilitate ease of movement for visitors and residents alike.

*Strategy 5.7:* Develop access management strategies to improve the pedestrian experience and functionality of the road, such as consolidation/reduction in curb cuts and driveways, and improved internal connectivity.

**Primary Objective 6: Encourage Beach Access and Enhanced Amenities** —Maintain and improve Gulf Boulevard as a memorable place to be enjoyed by residents and visitors that emphasizes mobility, waterfront and Gulf beach access, and a quality built environment that focuses on retail services and entertainment.

*Strategy 6.1:* Enhance existing parks and public spaces, where feasible, to provide residents and visitors with a memorable experience.

*Strategy 6.2:* Public beach access points should be preserved, expanded, and improved through redevelopment and coordinated with pedestrian crosswalks, bike lanes and sidewalks, trolley stops, and entrances to major residential neighborhoods on the east side of Gulf Boulevard to the maximum extent practical and feasible.

*Strategy 6.3:* Recognize the importance of public beach access to its residents and visitors in preserving and maintaining its socio-economic quality of life. Using development incentives, acquire access easements as properties redevelop to maximize the public's access to the beach.

*Strategy 6.4:* Through direct capital investment, development incentives, and public/private partnerships, maintain and, where practical, expand parks and recreational activities, including waterfront recreation that serves residents and visitors.

## CRA-WIDE OBJECTIVES AND STRATEGIES

**Primary Objective 7: Provide Utility Systems that Meet the Needs of Future Redevelopment** —In coordination with the City and other funding agencies, identify and promote a workable means to fund, finance, and deliver utilities needed to encourage the development/redevelopment effort of the CRA.

*Strategy 7.1:* Consider the completion of a master stormwater management plan for the CRA that can provide for shared use of infrastructure and future maintenance costs.

*Strategy 7.2:* Coordinate with appropriate agencies and departments to enhance stormwater facilities to create public amenities within the CRA. Provide shared stormwater management facilities that include pathways, public art, and sitting areas to create a sense of place and destination for the community that can activate an area, making it more walkable and connecting residential neighborhoods to the CRA.

*Strategy 7.3:* Encourage, through the potential use of development incentives, the development of “green infrastructure” for stormwater credits in site plans including Low Impact Development (LID) standards, permeable paving materials, green roofs, roof rainwater collection, and infiltration to reduce development costs related to construction and to manage stormwater in a way that mimics natural stormwater management.

*Strategy 7.4:* Develop and implement strategic long-term plans to relocate overhead utilities to improve safety and aesthetics throughout the CRA.

*Strategy 7.5:* Consider the facilitation of bandwidth and telecommunications infrastructure to ensure that fiber-optic and other digital infrastructure are in place within the Downtown and along Gulf Boulevard for the businesses to access and provide Internet hot spots and Wi-Fi services in public spaces like parks and along specific pedestrian focused corridors for the residents and visitors.

*Strategy 7.6:* In coordination with the City, Pinellas County, and other agencies, replace and upgrade all undersized and deteriorated water and sanitary sewer lines (i.e., VCP clay sanitary sewer pipe).

*Strategy 7.7:* Continue to monitor the City’s waste water treatment and identify additional lift stations to accommodate development/redevelopment efforts.

*Strategy 7.8:* Promote green building and development standards to reduce water consumption and sewer demand and provide incentive programs such as expedited site plan review and building permitting and credits against impact fees in exchange for using green design standards and practices.

**Primary Objective 8: Pursue Strategic Land Acquisitions and Assemblage to Improve Access, Provide Enhanced Amenities, and Encourage Redevelopment** —Explore land acquisition and parcel assembly programs to facilitate redevelopment within the CRA.

*Strategy 8.1:* The Redevelopment Agency, as may be necessary to effectuate the purposes of this Plan in accordance with public support, will acquire any land required for designated capital improvement projects within the CRA.



- Strategy 8.2:** In the event that residential relocation is required from property acquired by the Community Redevelopment Agency or local government for sponsored or assisted redevelopment activities, the City and/or Community Redevelopment Agency shall adhere to the requirements of Pinellas County Code Section 38-81 through 38-86. In addition, if relocations are required as a result of federally funded projects or programs, adherence to Florida Statutes Section 421.55 will be required.
- Strategy 8.3:** Identify catalyst sites to serve as important strategic assets to cause an early and precedent-setting change in the CRA and to spur momentum for future projects.
- Strategy 8.4:** Provide incentives such as City/CRA-funded infrastructure improvements for private properties or by aggregating specially targeted or adjacent lots with multiple owners to create a single owner.
- Strategy 8.5:** Consider using land acquisition to develop and/or enhance public facilities within the CRA including, but not limited to, parking facilities, park expansions, improved mobility facilities.

**Primary Objective 9: Establish Funding Source** —Establish a creative, equitable, efficient, and practical funding and financing mechanism to properly implement this Plan.

- Strategy 9.1:** Identify and secure all effective sources of funding, including, but not necessarily limited to, increment revenues, non-ad valorem assessments, public private partnerships, and grant funding revenue to implement the projects, programs, and initiatives within this plan.
- Strategy 9.2:** The City/Redevelopment Agency must be willing to issue bonds, secure other financial instruments, seek grants, enter into public/private partnerships, and seek out other sources and alternatives to aid in implementing this Plan. Such sources and alternatives may include, but are not limited to, special assessments imposed by the City of St. Pete Beach, ad valorem taxes imposed for municipal purposes through a municipal services taxing unit, or the imposition and pledge of ad valorem taxes upon a vote of the electors consistent with the Florida Constitution.

**Primary Objective 10: Provide Public/Private Partnerships** —Establish one or more public/private partnerships to encourage and use expertise of private enterprise to implement the redevelopment vision.

- Strategy 10.1:** Partnerships with the private sector and other governmental entities are critical to ensure the CRA is redeveloped as a safe, viable, and thriving commercial/mixed-use Downtown and resort/commercial activity center within the Gulf Boulevard District. Such partnerships should provide capital resources, skills, and expertise to manage and execute the City's and Redevelopment Agency's redevelopment initiatives.
- Strategy 10.2:** The Redevelopment Agency may include the formation of a Task Force to look into development proposals and incentives to promote quality development within the CRA. The Task Force may also proactively look into property acquisition for this purpose. The Redevelopment Agency may use increment revenues to help defray some of the cost of development and to encourage the kinds of development that will transform the CRA into the community envisioned in this Plan.
- Strategy 10.3:** The Redevelopment Agency will target strategic development projects, solicit developers and property owners, and then negotiate a public/private development agreement that sets forth terms and conditions involving the disposition of land, the nature of the prospective development, City/Redevelopment Agency incentives, the site plan, project schedule, and other conditions pertaining to the project. Following are fundamental components

in this process:

- a. Contact affected property owners to determine their level of interest in participating in proposed redevelopment activities.
- b. Master plan targeted public/private projects, such as the reinforcing positive aspects of existing activity and providing attractive combinations of building masses and open spaces. These plans can then be used to illustrate the Redevelopment Agency's intention for the site, facilitating *pro forma* analysis when soliciting interest from the private sector.
- c. Use "Best Practices" policies and procedures for developer solicitation and form strong public/private development agreements to enable strategic development on selected projects. Solicitation of developers would be through a formal request for qualifications (RFQ) or request for proposal (RFP) process publicly advertised to maximize exposure.
- d. Private investment grants for improvements to building facades, landscaping, signs, etc., will typically require private matching 50/50 contributions.

**Primary Objective 11: Improve Housing Stock and Affordability** —Incorporate housing revitalization through housing maintenance programs and rehabilitation services, and provide affordable housing to residents of low or moderate income, including the elderly.

- Strategy 11.1:** Promote programs and incentive for homeowners to rehabilitate their homes. Such incentives may include low-interest loans or information on other funding sources for the repair of single- and multi-family homes, depending on the applicant's income and monthly budget.
- Strategy 11.2:** Coordinate with intergovernmental agencies such as Pinellas County to assist low-income households with down payment and closing costs assistance. The assistance may be for the purchase of either an existing or new structure. Redevelopment funds may be used to augment the program or specially target new home and multi-family construction as means for alleviating the shortage of affordable housing.
- Strategy 11.3:** Consider instituting incentives for private developers to encourage the construction of new residential development, including affordable housing. Examples of such incentives include density bonuses, tax abatement, and the reduction or waiving of building permit fees. In addition, the Redevelopment Agency shall work with Pinellas County, the housing authority, or other housing entities regarding development of affordable housing within the CRA.
- Strategy 11.4:** Provide technical assistance to the private sector so that they will be able to provide a suitable mix of housing types and numbers to meet the City's housing needs as well as making all housing sites in the City available to low and moderate income families.
- Strategy 11.5:** Allow a variety of residential densities and housing types in order to enhance the opportunity for the private sector to provide housing in a wide range of types and costs.
- Strategy 11.6:** Work with neighboring communities and support public transportation systems and other affordable housing strategies through implementation of an affordable housing impact fee mitigation program for all new construction.

*Strategy 11.7:* Encourage housing improvement and replacement projects through the land development regulations.

**Primary Objective 12: Reduce or Maintain Evacuation Time** —Consistent with the requirements of the adopted Comprehensive Plan, the CRA will coordinate with appropriate agencies to maintain or improve hurricane evacuation times.

*Strategy 12.1:* Maintain current maximum density and intensity within the CRA, consistent with the adopted Comprehensive Plan, to achieve the desired CRA vision, and maintain evacuation time.

*Strategy 12.2:* In the future, if there is an increase in density and intensity within the CRA that may impact evacuation time, a full detailed analysis may be conducted.

**Primary Objective 13: Increase Community Resiliency to Natural Disasters and Climate Change** —The St. Pete Beach Community Redevelopment Agency will pursue measures to increase resiliency and recovery consistent with those documented in the adopted Comprehensive Plan and the Comprehensive Emergency Management Plan & Disaster Preparedness Guide.

*Strategy 13.1:* Support enforcement of development regulations within the 100-year floodplain to manage property damage from flooding.

*Strategy 13.2:* Support efforts to conserve or improve wetlands, aquatic resources, and habitat to maintain environmental and recreational value.

*Strategy 13.3:* Support Comprehensive Plan Policies regulating public investment within the Coastal High Hazard Area (CHHA) to minimize potential impacts of natural disasters and climate change.

*Strategy 13.4:* Support efforts for the City to develop and implement a Post Disaster Redevelopment and Recovery Plan that will contain appropriate hazard mitigation measures.

*Strategy 13.5:* Support reduction of greenhouse gas emissions by focusing transportation investments on projects that encourage multimodal transportation.

## COMMUNITY OBJECTIVES AND STRATEGIES

**Community Objective 1:** Implement an aesthetic and planning review program to guide redevelopment and maintenance activities within the CRA.

*Strategy C1.1* Development/design standards for site, building, landscape, signage, and public areas will be prepared in a concise yet user-friendly format. The development/design manual will be used to assist developers, builders, property owners, and individual direction in preparing design/construction documents.

*Strategy C1.2:* The City/Redevelopment Agency will assign staff or personnel to oversee the integrity of the vision for the CRA during initial development. Subsequently, the City/Redevelopment Agency may set up an overseeing authority, such as a technical review committee, to assure the design intent for the CRA is maintained.

**Community Objective 2:** Enhance Safety and Property Maintenance within the CRA

*Strategy C2.1:* The CRA shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed through collaboration among the City, the Redevelopment Agency, and the Pinellas County Sheriff's Department, among other entities.

- Strategy C2.2* The Community Redevelopment Act encourages “community policing innovations.” This concept is defined as policing techniques or strategies designed to decrease crime by reducing opportunities for and increasing the perceived risks of engaging in criminal activity through visible presence of law enforcement in the community, including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, foot patrol, or intensified motorized patrol. The City/Redevelopment Agency will review these programs to improve the actual and perceived security, building safety, and appearance of the CRA.
- Strategy C2.3:* The City/Redevelopment Agency will identify, execute, and coordinate special maintenance standards and programs for public facilities, roadways, open space areas, and entries throughout the CRA. The City/Redevelopment Agency may employ and/or contract qualified maintenance personnel to provide this maintenance and upkeep in the CRA.
- Strategy C2.4:* Support enhanced code enforcement efforts within the CRA to ensure that properties are being appropriately maintained.

**Community Objective 3:** Establish unique identity to promote the vision for the CRA through branding and marketing programs.

- Strategy C3.1:* Create a logo, identity package, and website that can be used to identify the CRA.
- Strategy C3.2:* The established brand shall be used on literature, banners, gateways, and all types of promotional campaigns.
- Strategy C3.3:* Support festivals, exhibits, performances, and other special events designed to attract residents and visitors to the Downtown and Gulf Boulevard Districts.
- Strategy C3.4:* Create a business recruitment package that is updated regularly with a listing of available properties, maps, building profiles, and information about current and planned events.



## CHAPTER 4:

### Statutory Compliance



## 4.1 STATUTORY COMPLIANCE

The Community Redevelopment Act according to Sections 163.360 and 163.362, F.S. (2013), requires every community redevelopment plan to contain specific information relevant to its particular redevelopment initiative. This chapter supplements and addresses the informational requirements articulated in the Community Redevelopment Act and serves to further describe the objectives and strategies presented in this Plan to implement the redevelopment initiative envisioned by the City of St. Pete Beach and Redevelopment Agency for the CRA.

Figure 3-6 showed by diagram the initiatives described in general terms in this chapter. This chapter and the referenced appendices are consistent with the requirements of the Community Redevelopment Act, Section 163.362(2), F.S. (2013), and demonstrates by diagram and in text (1) the approximate amount of open space to be provided and street layout, (2) limitations on the type, size, height, number, and proposed use of buildings, (3) the approximate number of dwelling units, and (4) such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements.

The Development Plan discussed in Chapter 6 further describes the urban design intent and components of parks and open space, street layout, and location of land uses including residential neighborhoods and properties that may receive public improvements.

## 4.2 APPROXIMATE AMOUNT OF PARKS & OPEN SPACE

There are 4 park facilities totaling 6.76 acres and 3 street ends/open spaces totaling 0.36 acres within the CRA.

### Park and Facility Sites:

- Community Center – 6.4 acres
- Cidlowski Park – 0.12 acres
- Fisherman's Park – 0.12 acres
- Sunset Park – 0.12 acres

### Street Ends/Open Spaces

- 75th Ave W. St End – 0.12 acres
- 70th Ave E. St End – 0.12 acres
- Corey Ave E. St End – 0.12 acres

The CRA has an opportunity through redevelopment efforts to enhance the public park facilities and create pocket/micro parks to serve residents and visitors:

1. Potential waterfront land adjacent to Sunset Park may be acquired through an acquisition program to expand the existing park.
2. The Community Center site shall continue to be developed and enhanced as a waterfront park containing active and passive open space that will be a venue for local and regional outdoor activities and entertainment.
3. A pedestrian waterfront boardwalk linking Corey Circle East to the Community Center on Boca Ciega Drive on the west side of the Corey Causeway.
4. Public boat slips and a kayak launch ramp will be encouraged and pursued, and a public marina for daily transient slips only shall be considered.

5. Sunset and sunrise parks for public use and enjoyment shall be pursued as an integral element of development and redevelopment at either end of Corey Avenue as focal points for these areas, and vacating of rights-of-way shall be evaluated and pursued if development or redevelopment will provide public waterfront parks.
6. Preserve, expand, and improve beach access points through redevelopment and coordinate with pedestrian crosswalks, bike lanes and sidewalks, trolley stops, and entrances to major residential neighborhoods on the east side of Gulf Boulevard to the maximum extent practical and feasible.
7. Improve the public realm to serve the residential neighborhoods with improvements that may include, but are not limited to, streetscape improvements, plazas, parks, and open spaces.
8. Programming of public parks and gathering areas could also enhance the economic development by supporting festivals, exhibits, performances, and other special events designed to attract residents and visitors to the CRA.

### 4.3 STREET LAYOUT

The transportation component for the SPB–CRA is expected to focus both on vehicular and pedestrian traffic in a traditional grid form that creates a pedestrian- and bicyclist-friendly, convenient, and safe environment.

The Downtown street grid should be maintained to provide multiple access points in and through Downtown to assist in dispersing traffic on various routes that will contribute to improved traffic flow and safety. This should be accomplished by reclaiming Blind Pass Road and Gulf Boulevard within the Downtown District as local streets to operate not only for vehicular circulation but, more importantly, for safe and comfortable pedestrian and bicycle circulation.

Gulf Boulevard is a major commercial/resort corridor running north/south within the Gulf Boulevard District. This corridor received little public investment over the last few years, although the City, in cooperation with the FDOT, installed planted medians that slightly improved the appearance of Gulf Boulevard. Three traffic signals were installed, at 55th Avenue, Dolphin Village Shopping Center, and at 44th Avenue. While these traffic signals tend to slow traffic and improve safety, they also create traffic congestion and tend to lessen Gulf Boulevard’s level of service (LOS) capacity and performance. The Gulf Boulevard District should be transformed as the City’s premiere tourist corridor for both residents and tourists in a safe and aesthetically-pleasing manner that conveys the City’s image as a premier quality residential community and a quality resort destination.

The ease of vehicle traffic through the CRA enables the creation of gateways and wayfinding signage. The gateway and wayfinding signs will direct visitors and residents toward the Downtown Core and the amenities and attractions along Gulf Boulevard. The CRA street improvements will enhance connectivity, introduce traffic calming, and produce pedestrian and bicycle amenities.

### 4.4 LIMITATIONS ON THE TYPE, SIZE, HEIGHT, NUMBER, AND PROPOSED USE OF BUILDINGS

The limitations on the type, size, height, number, and proposed use of buildings within the CRA are included within the existing CRD Plan and the City’s land development regulations. The purpose of this section is to document these regulations in general terms. This CRA Plan does not make specific recommendations regarding private development standards, deferring instead to the existing land use framework established by the City.

The Downtown District and Gulf Boulevard District identified within the CRA (Figure 1-2: CRA District Map) are wholly contained within the CRD area, as identified on the Countywide Plan Map. Consistent with the adopted CRD Plan, the City of St. Pete

Beach identifies a number of sub-areas within the CRD, each of which contains specific policies and regulations related to density/intensity, allowable uses, and design standards. Figure 4-1: Existing Land Use Map illustrates the existing land uses within the CRA boundary. Figure 4-2: Future Land Use Map illustrates the different sub-areas that are completely or partially within the CRA boundary. In addition Figure 4-3: Zoning Map illustrates the current zoning sub-districts that are designed to be consistent with the CRD sub-areas.

Shown below and on the following pages are tables summarizing the development regulations and standards that regulate existing/future development within the CRA. The standards listed are not exhaustive, but instead focus on maximum density/intensity, allowable, and building height requirements. Additional policies and regulations can be found within the CRD Plan, the Comprehensive Plan, and the land development regulations.

**Table 4-1: Allowable Land Uses**

| Land Use                                                                      | Downtown District    | Gulf Boulevard District            |                          |
|-------------------------------------------------------------------------------|----------------------|------------------------------------|--------------------------|
|                                                                               |                      | Gulf Boulevard Commercial Corridor | Large Resort Core        |
| Exclusive single-family or duplex residential use                             | N                    | N                                  | N                        |
| Exclusive multi-Family use                                                    | N                    | N                                  | A                        |
| Mixed-use commercial/ residential use                                         | A                    | A                                  | N                        |
| Mixed-use temporary lodging/ commercial and/or residential Uses               | C                    | N                                  | A<br>Min. 200 rooms only |
| Large-scale temporary lodging use exceeding 50 units per acre on min. 3 acres | N                    | N                                  | A                        |
| Temporary lodging uses 50 units per acre or less                              | C<br>Bed & Breakfast | N                                  | A                        |
| Single-use commercial/office                                                  | A                    | A                                  | N                        |
| Small marina use                                                              | N                    | N                                  | N                        |

A = allowable, subject the standards of this Plan and the Land Development Code (LDC)

N = not allowable

C = conditional use (requires a public hearing)

## Prohibited Uses

The following uses are prohibited in all of the character districts within the CRA:

- Detached single family and duplex residential units
- Fast-food drive thru restaurants
- Industrial uses
- Vehicle sales
- Pawn shops, day labor, check cashing, adult entertainment, plasma centers, body piercing, body piercing and tattoo parlors, and other similar nuisance uses.

## Accessory Uses and Structures

- Permissible accessory uses and structures shall be governed by the current LDC. The design, location, and other development standards shall be governed by the LDC as amended.



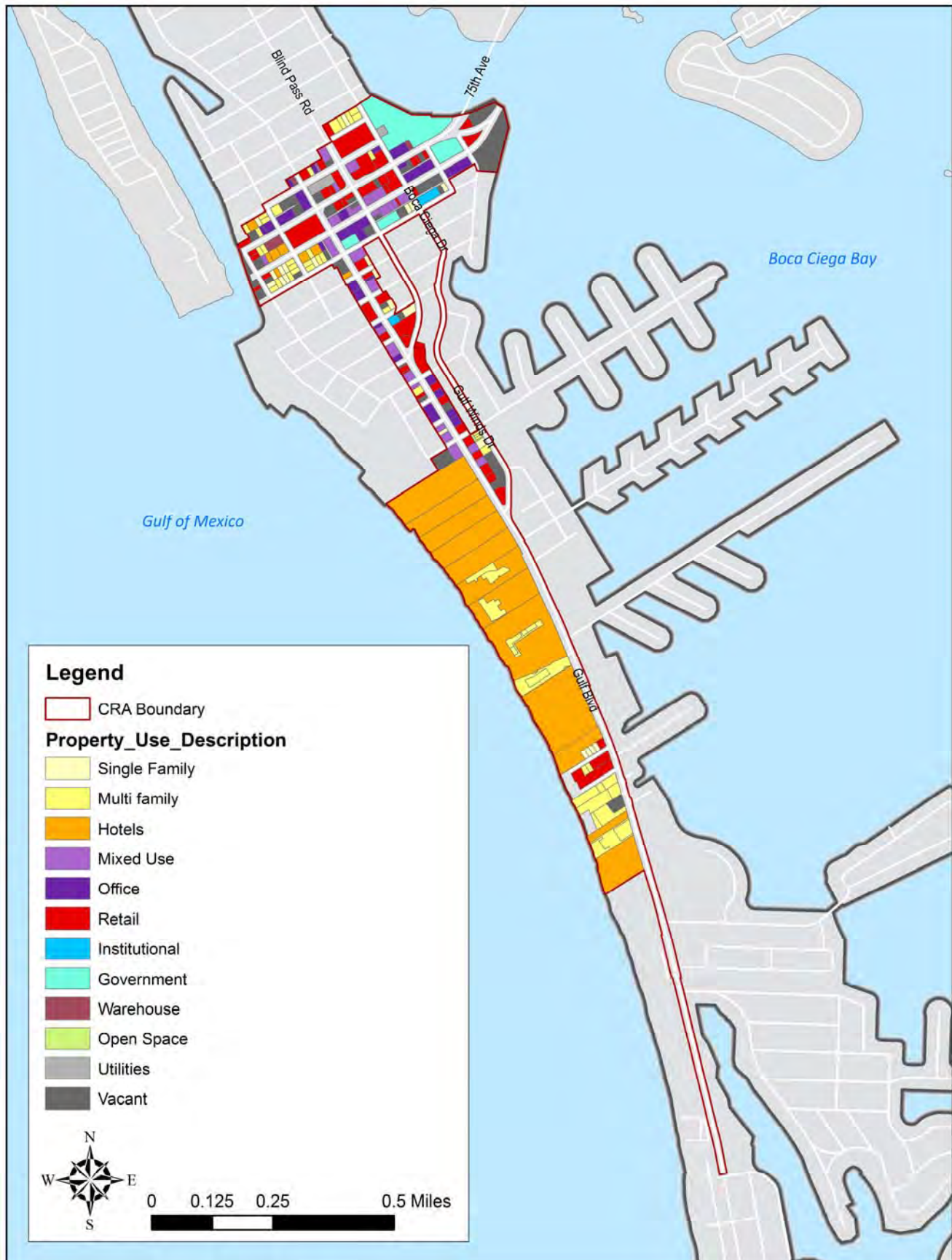


Figure 4-1: Existing Land Use Map



Figure 4-2: Future Land Use Map



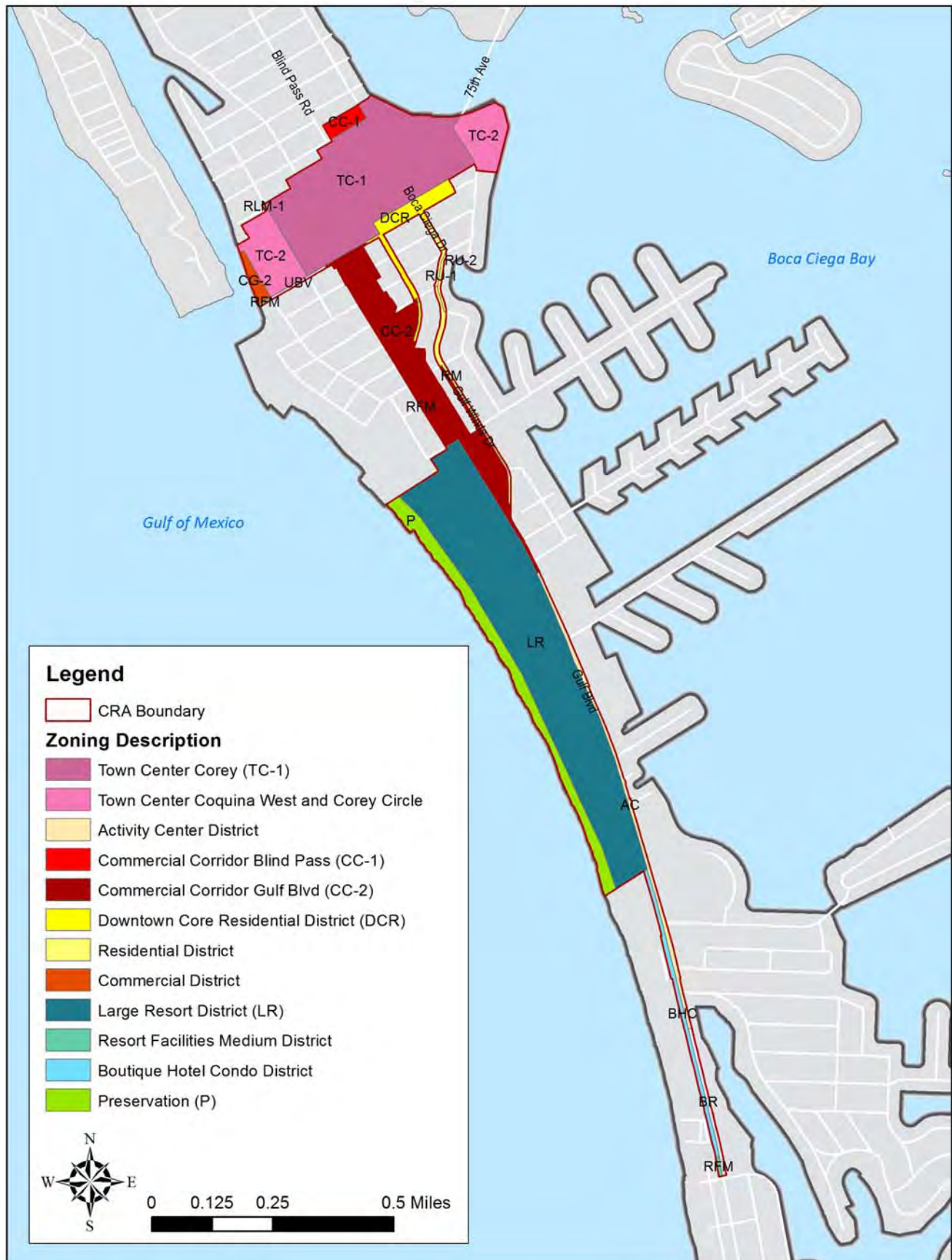


Figure 4-3: Zoning Map

**Table 4-2: Allowable Density and Intensity**

| CRA                                | Maximum Density (unit/acre)            | Minimum Lot Size (acres)                                                    | Maximum Intensity (ISR)    | Maximum Intensity (FAR)     | Bonus                                                                                                            |
|------------------------------------|----------------------------------------|-----------------------------------------------------------------------------|----------------------------|-----------------------------|------------------------------------------------------------------------------------------------------------------|
| Downtown District                  |                                        |                                                                             |                            |                             |                                                                                                                  |
| Downtown Core                      | Exclusive residential prohibited       | None                                                                        | 0.90                       | 1.0 FAR commercial use only | 15 dwelling units per acre & 1 story of additional height for mixed use only and 0.45 FAR bonus                  |
|                                    | 10 temporary lodging units per project |                                                                             |                            |                             |                                                                                                                  |
| Gulf Boulevard District            |                                        |                                                                             |                            |                             |                                                                                                                  |
| Gulf Boulevard Commercial Corridor | Exclusive residential prohibited       | None                                                                        | 0.70                       | 0.70 FAR commercial only    | 12 dwelling units per acre & 1 story additional height for mixed use only & 0.20 FAR bonus on min. ½ acre parcel |
| Large Resort Scenario 1            | 50 temporary lodging units             | None                                                                        | 0.85 temporary lodging use | 1.8 FAR                     | None                                                                                                             |
|                                    | 15 dwelling units                      | None                                                                        | 0.70 residential use       | N/A                         | None                                                                                                             |
| Large Resort Scenario 2            | 75 temporary lodging units             | 3.0 ac. + 67% aggregate floor area = new construction for temporary lodging | 0.85 temporary lodging use | 2.6 FAR                     | 0.15 FAR<br>5 temporary lodging units/acre for affordable housing mitigation                                     |
|                                    | 15 dwelling units                      | None                                                                        | 0.70 residential use       | N/A                         | None                                                                                                             |
|                                    | 10 temporary lodging units per project |                                                                             |                            |                             |                                                                                                                  |

**Table 4-3: Allowable Building Heights**

| CRA                                       | Large-Scale Temporary Lodging > 50 units/acre | Temporary Lodging ≤ 50 units/acre           | Mixed Use                                                         | Single Use Commercial/Office                             | Residential         |
|-------------------------------------------|-----------------------------------------------|---------------------------------------------|-------------------------------------------------------------------|----------------------------------------------------------|---------------------|
| <b>Downtown District</b>                  |                                               |                                             |                                                                   |                                                          |                     |
| <b>Downtown Core</b>                      | N/A                                           | Conditional use only; 3 stories/40' max ht. | 3 stories/40' max ht.                                             | 2 stories/28' max ht.                                    | N/A                 |
| <b>Gulf Boulevard District</b>            |                                               |                                             |                                                                   |                                                          |                     |
| <b>Gulf Boulevard Commercial Corridor</b> | N/A                                           | N/A                                         | 3 stories/40' max ht.                                             | 2 stories/28' max ht.                                    | N/A                 |
| <b>Large Resort</b>                       | 12 stories/ 146' max ht. on min. 3.0 acres    | 8 stories/ 100' max ht.                     | 50' over base flood for any building containing residential units | 28' feet max ht. for street level/street fronting retail | 50' over base flood |



## 4.5 INTENDED USE OF PROPERTY FOR THE PUBLIC PARKS, RECREATION AREAS, STREETS, PUBLIC UTILITIES, AND PUBLIC IMPROVEMENTS

Public facilities such as parks, recreational facilities, boardwalks, beach access points, bicycle paths/multi-use trails, streets, and utilities shall be located throughout the community in a manner that offers a convenient and safe access to public services and facilities while enhancing the aesthetic character of the CRA.

Utility lines shall be placed underground wherever feasible or located at the rear of the lot development. As individual redevelopment projects come on line, each project should be reviewed for the potential of relocating the power lines, and this could set up an incremental path for achieving the long-term goal.

If above-ground structures such as water tanks or transformer boxes must remain within the CRA, they should be located and treated in a manner that is safe and aesthetically pleasing.

Improve the stormwater conveyance, treatment, and discharge to include the development of a master stormwater management plan that can provide for shared use of infrastructure and future maintenance costs to encourage the development/redevelopment effort of the CRA.

A land acquisition program may be implemented for public facilities and waterfront parks, such as the following:

- A centrally-located parking facility the Downtown District
- A centrally-located parking facility in the Gulf Boulevard District commercial/resort core area within close proximity of large resorts, Dolphin Village, and public beach access
- Potential waterfront land adjacent to Sunset Park on Sunset Way to expand the existing park
- Potential waterfront land adjacent to Boca Ciega Bay if it cannot be acquired through a voluntary donation in exchange for vacating existing oversized and under-used existing paved right-of-way located within Corey Circle East
- Potential small areas of right-of-way acquisition to expand trolley stops at a couple of major activity centers along the trolley route; small trolley pullover areas, where appropriate and possible, to avoid impeding traffic flow along Gulf Boulevard and Blind Pass Road is desirable

## 4.6 NEIGHBORHOOD IMPACT ELEMENT

The Community Redevelopment Act, Section 163.362(3), F.S., requires that if a redevelopment area contains low- or moderate-income housing, a neighborhood impact element shall be prepared to describe the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services and the effect on school population. The creation of the CRA is expected to generate minimum impacts to existing neighborhoods.

The greatest impact upon the current residents of the CRA is in the Downtown District and on the eastside of the Gulf Boulevard District. The intent of the Downtown District is to be redeveloped as a traditional small pedestrian-oriented urban “downtown” with mixed land uses of commercial “mom and pop” facilities and residential above the ground floors, and the Gulf Boulevard District is to be developed into a resort/commercial activity center transforming Gulf Boulevard into a safe and aesthetically-pleasing Main Street. If a property is designated for development or acquisition, the relocation process shall comply with City

and County requirements and/or State statutes. Existing neighborhoods will predominately contain the same configuration; however, aesthetic improvements and connectivity will be implemented.

Overall, impacts are expected to be minimal while the benefits of redevelopment are long-lasting, adding higher quality of life to St. Pete Beach residents and visitors. Although this Plan does not anticipate immediate action, in the future, the Redevelopment Agency may choose to pursue an acquisition program and/or consolidation to realize the Redevelopment Agency's redevelopment objectives.

Redevelopment planning efforts are focused on the improvement and strengthening of existing neighborhoods. Redevelopment planning efforts will not be directed towards large-scale demolition and removal of existing structures. Rather, plans call for a systematic improvement through a concerted effort aimed at rehabilitating homes and infill development, creating identifiable neighborhoods.

## 4.7 REPLACEMENT HOUSING & RELOCATION

The Community Redevelopment Act, Section 163.362, F.S., states the Plan shall assure that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the CRA that are redeveloped. The intent of this Plan is to create a vibrant mixed-use Downtown and a commercial/resort destination, integrate recreation facilities, and provide temporary lodging and affordable housing, which promotes a positive image for St. Pete Beach. While relocation is not anticipated, if relocation is required as a result of redevelopment activities, the City of St. Pete Beach and the Redevelopment Agency will adhere to Section 421.55, F.S. and Section 38-81 through 38-86 of the Pinellas County Code.

## 4.8 DEMOLITION, CLEARANCE & SITE PREPARATION

The Redevelopment Agency is authorized to demolish, clear, or move buildings, structures, and other improvements from any real property acquired in the CRA.

The Redevelopment Agency is authorized to prepare or cause to be prepared as building and development sites any property acquired by the Redevelopment Agency through “willing-seller-only” acquisition for use as public redevelopment project, subject to obtaining necessary permits.

The Redevelopment Agency is authorized to install and construct or cause to be installed or constructed the public improvements and public utilities necessary to carry out the Plan, subject to obtaining necessary permits.

## 4.9 DURATION

The provisions of this Plan shall be effective, and the provisions of other documents formulated subsequent to, consistent with, and in furtherance of the implementation and enforcement of this Plan may be made effective, for 30 years from the date of adoption of this Plan by the Redevelopment

## 4.10 REDEVELOPMENT PLAN MODIFICATION

This Plan may be amended by the procedure established in Section 163.361, Florida Statutes, and Pinellas County Resolution 06-191.

## CHAPTER 5:

### Financial Analysis and Planning





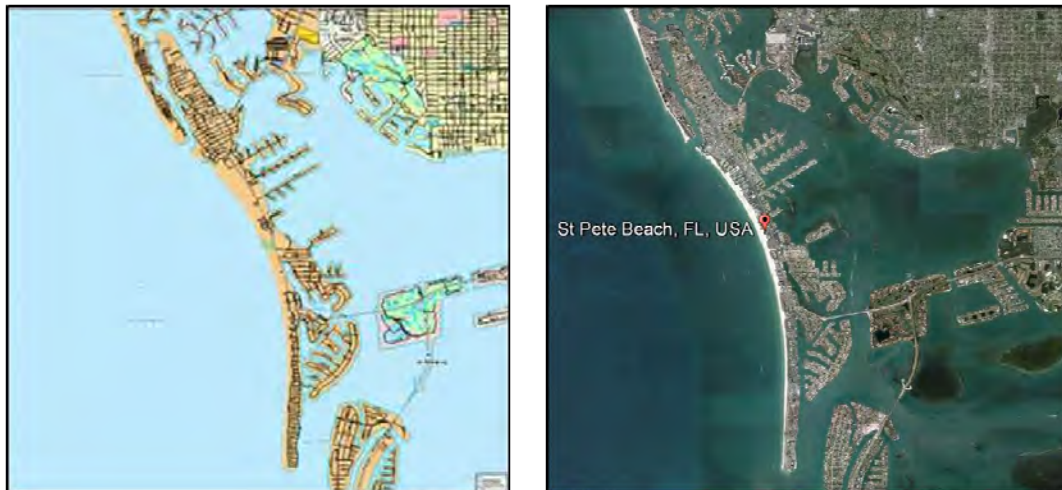
## 5.1 ANALYSIS PURPOSE AND BACKGROUND

This chapter of the plan includes a market assessment and an economic impact analysis, including a forecast of potential Tax Increment Financing (TIF) revenues reflecting the market potential of the CRA based on the most current certified tax roll for the CRA, as required by Florida Statutes. The market assessment and economic impact analysis within this chapter spans from 2014-2043 (30 years) which is the life of the CRA.

## 5.2 CITY OF ST. PETE BEACH: OVERVIEW

St. Pete Beach is the southernmost link in a chain of barrier islands that make up the Tampa Bay Sun Coast. According to the U.S. Census, the city has a total area of 19.9 square miles—2.2 square miles of land and 17.6 square miles (88.9%) of water. Three bridges lead into the city, connecting it to Treasure Island (Blind Pass Bridge), South Pasadena (Corey Avenue Causeway), and the Bayway Isles area of St. Petersburg (Pinellas Bayway). The main north-south routes are Blind Pass Road and Gulf Boulevard. The main east-west routes are 75th Avenue/Corey Avenue Causeway and the Pinellas Bayway. With limited access, natural assets, and community charm, St. Pete Beach is akin to an “oasis” amid the bustling Tampa-St. Petersburg-Clearwater MSA, with approximately 2.8 million people<sup>1</sup> and 1.3 million jobs.<sup>2</sup> Depictions of St. Pete Beach, both as a schematic map and an aerial photo, are reflected in Figure 5-1.

St. Pete Beach, with miles of pristine white sand beaches bordering the Gulf of Mexico, has been recognized by TripAdvisor, Traveler’s Choice Awards, and other tourism experts as a prime tourist area and has been ranked the No. 1 beach destination in the United States and No. 5 in the world. It is also known for its balmy weather, warm days and comfortable nights make for perfect beach days and relaxing evenings. Summers can be long and hot, with showers providing much-appreciated relief during the rainy season. St. Pete Beach has a wide variety of accommodations ranging from resorts and family-oriented beachfront resorts to the classic Florida “mom and pop” motels and quaint inns that bring back memories of a slower-paced time. The city also has a wide variety of great dining venues, from casual to gourmet.



**Figure 5-1: St. Pete Beach<sup>3</sup>**

<sup>1</sup>U.S. Census Bureau, 2010.

<sup>2</sup>U.S. Bureau of Labor Statistics, 2013.

<sup>3</sup> Left: ESRI StreetMap NA; Right: Tampabayhometoday.com



With its identity as a tourist destination, St. Pete Beach and the nearby areas of the region offer a wide range of activities and entertainment venues. Examples include cruising excursions for snorkeling at historic Egmont Key; watching for wild dolphins swimming in the Gulf waters from the deck of a certified “Dolphin Smart” pontoon boat; exploring Shell Key in search of shells; the Corey Avenue Sunset Celebration, a monthly event featuring local artists/crafters; the Pass-A-Grille Beach Art Market, featuring works by local artists, including paintings, photography, handcrafted jewelry, metal art, and more; and the Corey Avenue Fresh Market, which operates every Sunday from October through May. For those with an appetite for more vigorous activities, many water sports are available, such as kayaking and canoeing. The area is home to ~50 golf courses and is widely considered a world-class golfing destination. Nearby are the Salvador Dali Museum, the award-winning Fort De Soto Park, and Downtown St. Petersburg.

Table 5-1 provides a profile of St. Pete Beach land parcels, land use, dwelling/lodging units, and taxable by use category.

**Table 5-1: St. Pete Beach Citywide Land Parcels Overview by Category, FY 2013–2014<sup>4</sup>**

| Property Category              | Parcel Count | Taxable Value   | Gross Building Area (sf) |
|--------------------------------|--------------|-----------------|--------------------------|
| Residential: Multi-Family      | 3,997        | \$771,633,662   | 5,430,740                |
| Residential: Single-Family     | 2,894        | \$835,106,662   | 6,023,319                |
| Residential: Vacant            | 178          | \$17,456,174    | 0                        |
| Commercial: Airport / Trans    | 3            | \$2,125,575     | 22,940                   |
| Commercial: Office             | 44           | \$14,337,439    | 150,257                  |
| Commercial: Retail / Mixed Use | 235          | \$124,730,245   | 715,959                  |
| Commercial: Hotel / Motel      | 456          | \$257,262,664   | 2,047,713                |
| Commercial: Vacant             | 102          | \$22,530,524    | 0                        |
| Institutional                  | 11           | \$2,551,606     | 149,257                  |
| Government                     | 12           | \$101,343       | 140,203                  |
| Institutional / Govt Vacant    | 1            | \$0             | 0                        |
| Industrial                     | 4            | \$798,649       | 13,397                   |
| Other                          | 103          | \$2,527,019     | 72,805                   |
| Totals                         | 8,040        | \$2,051,161,562 | 14,766,590               |

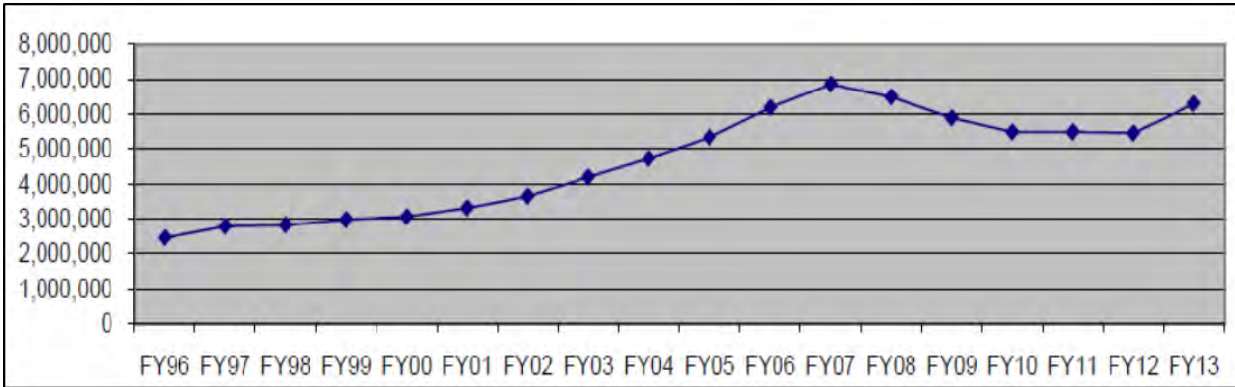
As reflected in Figure 5-2, St. Pete Beach ad valorem revenue increased modestly from FY1996 to FY2001, increased more dramatically from FY2001 to FY2008, and then experienced a sharp decline from FY2008 to FY2012. Declining ad valorem revenue during this time was experienced by many Cities and Counties due to the national economic downturn. St. Pete Beach ad valorem tax revenue declined from \$6.5 million in FY2013 to \$5.7 million in FY2014<sup>5</sup> due to the combined impacts of increased property values, reduced city millage rate, and the elimination of the City’s debt service millage rate. For FY2014, ad valorem taxes are 38.5% of the City’s total revenue.

In 2007, legislation was enacted that set maximum millage rates for non-voted levies of counties and municipalities. The legislation created a “rolled-back rate” that, when levied on the current year’s tax roll, will provide the same revenue as the

<sup>4</sup> Florida Department of Revenue, 2013 Certified Tax Roll.

previous year, adjusted for growth and other factors, such as capital improvements on existing properties and new construction. The rolled-back rate allows a “cost of living increase” equal to the increase of statewide per capita income (typically 4.0–4.5%). Provisions in the legislation allow Cities and Counties to adopt annual millage rates that exceed the rolled-back rate by special process.

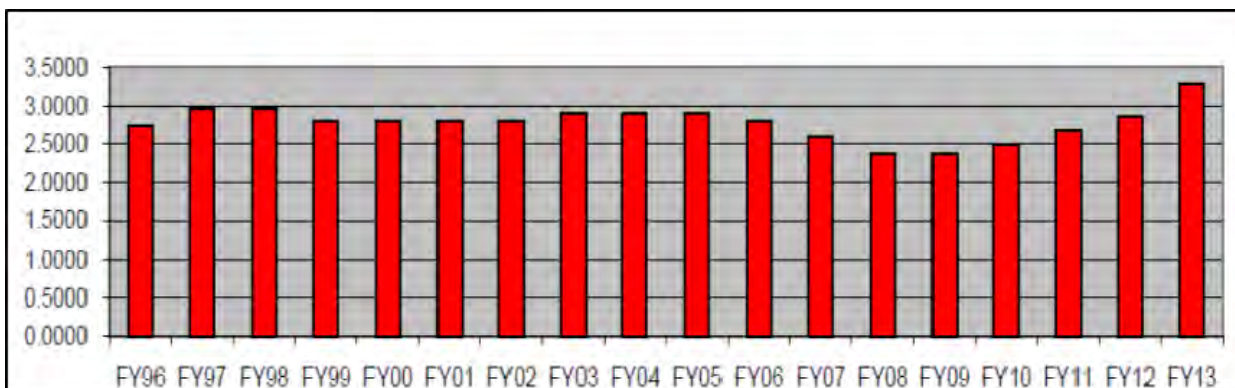
**Figure 5-2: Operating Ad Valorem Revenue, FY 1996–FY 2013<sup>6</sup>**



The City’s declining ad valorem revenue from FY2008 to FY2012 occurred in spite of increases to its millage rate during those years, as reflected in Figure 5-3. For FY2014, the debt service millage was eliminated and the City millage rate was reduced, resulting in a City millage rate of 2.8569.

Capital improvements on existing properties and new construction value does not affect the calculation of the rolled-back rate and allows City revenues to grow beyond the cost of living increase. As reflected in Figure 5-4, the annual value of building permits issued in St. Pete Beach increased modestly from FY1996 to FY2004. From FY2004 to FY2005, there was a substantial increase in annual building permit value, which was sustained through FY2007. In FY2008, annual building permit values sharply declined to levels slightly higher than pre-FY2004 and have remained relatively flat through FY2013. Regardless of the year-to-year movement, the dollar value of annual building permits is modest.

**Figure 5-3: Operating Millage Rate, FY1996–FY 2013<sup>7</sup>**



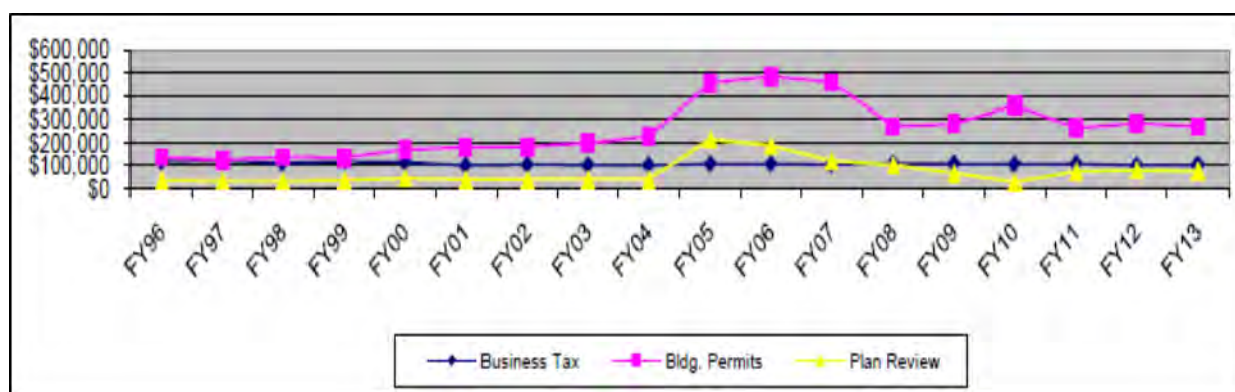
<sup>5</sup>St. Pete Beach Proposed Budget, Fiscal Year ending September 30, 2014.

<sup>6</sup>St. Pete Beach budget, Fiscal Year ending September 30, 2013.

<sup>7</sup>St. Pete Beach Budget, Fiscal Year ending September 30, 2013.

St. Pete Beach's population declined from 10,045 in 2000 to 9,341 in 2010<sup>9</sup>, a change of -7.01%. Pinellas County also experienced a population decline during that time period, the only county within the Tampa Bay region to have experienced a decline during that timeframe. St. Pete Beach's estimated population for 2014<sup>10</sup> (9,391) reflects the return of population growth. Projected future population for 2018 (9,581) reflects an increase, but at a lower rate than Pinellas County. The average age of the St. Pete Beach population is 54.3, versus 45.1 countywide. On a percentage basis, the educational attainment of St. Pete Beach residents is substantially higher than the county. Per capita income (\$48,120) and average household income (\$85,808) are substantially higher in St. Pete Beach than in Pinellas County (\$29,352 and \$59,968, respectively). The median value of owner-occupied housing is significantly higher in St. Pete Beach (\$352,876) than countywide (\$147,029).

**Figure 5-4: Building Permit Activity, FY1996–FY2013<sup>8</sup>**



## REGIONAL POSITION OF ST. PETE BEACH

St. Pete Beach is geographically well-positioned within and well-connected to the Tampa-St. Petersburg-Clearwater MSA to attract the young professional workforce of Pinellas County. Whereas the traditional definition of “empty nester” centered on aging couples whose children had left the household, contemporary lifestyles find that young professionals are delaying the start of families; both groups are now considered empty nesters. Both groups also share many common desires, such as a preference for low home maintenance, urban lifestyles with proximate live/work/play opportunities, greater dependence on or willingness to use public transit, and income/assets to support reasonable housing choices. This presents a significant opportunity for St. Pete Beach.

An analysis was performed on the demographic profile of the workforce within a 5-, 10-, and 15-mile radius of the St. Pete Beach City Hall<sup>11</sup>, as depicted by the map in Figure 5-10. These radii were selected to encompass an approximate driving time of 30 minutes or less.

Demographic data that are particularly relevant to the workforce within the 5-, 10-, and 15-mile radii of the St. Pete Beach City Hall<sup>12</sup> are depicted in Table 5-2. Highlights include:

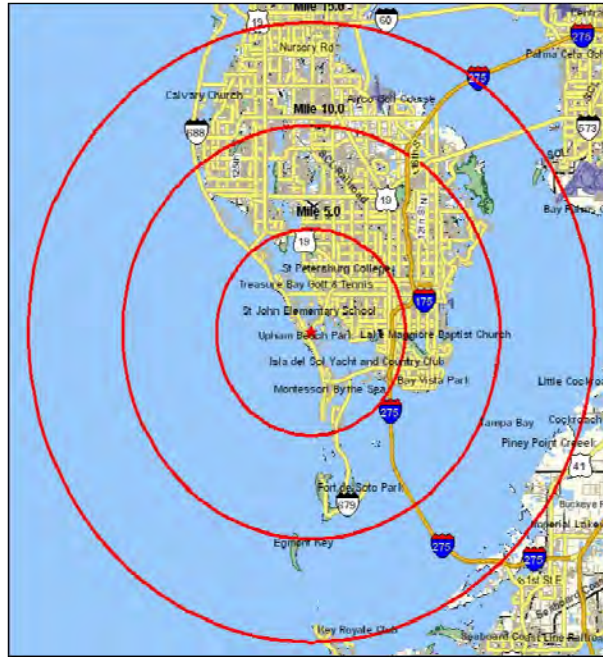
- A large general population of almost 640,000 (and growing) residing within 15 miles<sup>9</sup>

<sup>8</sup>St. Pete Beach Budget, Fiscal Year ending September 30, 2013.

<sup>9</sup>U.S. Census Bureau.

<sup>10</sup>The Nielsen Company, Appendix 5-2: Demographic/Population Summary, 2014 Report.

- A high level of educational attainment, similar to St Pete Beach<sup>10</sup>
- A workforce of more than 540,000 people within 15 miles, almost 187,000 of whom are white-collar workers<sup>11</sup>
- A workforce that is already experiencing an average drive time to work of almost 30 minutes



**Figure 5-5: Map of 5-, 10-, and 15-Mile Radii from St. Pete Beach City Hall**

The workforce depicted in Table 5-2 and some of the workforce proximate to, but beyond, the 15-mile radius are prime targets for new residents of St. Pete Beach. The development of new housing with a range of styles, sizes, and prices/rents will be appealing to this target market. Although this market analysis anticipates the development of only new multi-family residential units within the CRA, some existing St. Pete Beach residents in single-family homes also will find the new multi-family units desirable, and their relocation to the CRA will provide opportunities for future residents with a preference for single-family homes.

Based on a 2013 Retail Opportunity Gap<sup>13</sup> analysis, it appears that about \$42 million of retail sales “leak” out of St. Pete Beach. The Retail Opportunity Gap compares demand data derived from the Consumer Expenditure Survey<sup>14</sup> and supply data derived from the Census of Retail Trade,<sup>15</sup> combined with information from additional data sources. In the analysis, significant sales leakage is occurring from some retail categories that may not be desirable and/or viable within St. Pete Beach, such as auto dealers, building materials/lumber yards, and gas stations. However, there are retail categories that may be desirable and viable in St. Pete Beach and the CRA, such as men’s/family clothing, shoes, hobbies/games, books, cosmetics/beauty supplies, and optical goods.

Many older hotel/motel properties lack modern amenities such as larger pools, spacious units, ocean-view rooms, and secure parking. Interviews with owners of the larger hotel/motel properties indicated a desire to expand and/or redevelop their

<sup>11</sup>The Nielsen Company

<sup>12</sup>The Nielsen Company



**Table 5-2: Workforce Demographics, 5-, 10-, and 15-Mile Radius of St. Pete Beach City Hall**

| Description                                   | 0 - 5 Miles   | %      | 0 - 10 Miles   | %      | 0 - 15 Miles   | %      |
|-----------------------------------------------|---------------|--------|----------------|--------|----------------|--------|
| <b>Population</b>                             |               |        |                |        |                |        |
| 2014 Estimate                                 | 129,259       |        | 441,059        |        | 639,099        |        |
| Population Age 21 - 64                        | 72,262        |        | 253,421        |        | 368,303        |        |
| <b>2014 Est Pop Age 25+ by Education</b>      | <b>98,285</b> |        | <b>330,198</b> |        | <b>481,496</b> |        |
| Less than 9th grade                           | 2,959         | 3.01%  | 13,196         | 4.00%  | 18,530         | 3.85%  |
| Some High School, no diploma                  | 7,691         | 7.83%  | 28,222         | 8.55%  | 40,337         | 8.38%  |
| High School Graduate (or GED)                 | 30,173        | 30.70% | 103,853        | 31.45% | 151,400        | 31.44% |
| Some College, no degree                       | 21,559        | 21.94% | 73,433         | 22.24% | 108,030        | 22.44% |
| Associate's Degree                            | 8,905         | 9.06%  | 28,326         | 8.58%  | 41,800         | 8.68%  |
| Bachelor's Degree                             | 17,520        | 17.83% | 54,431         | 16.48% | 79,813         | 16.58% |
| Master's Degree                               | 6,094         | 6.20%  | 19,714         | 5.97%  | 29,185         | 6.06%  |
| Professional School Degree                    | 2,189         | 2.23%  | 5,672          | 1.72%  | 7,989          | 1.66%  |
| Doctorate Degree                              | 1,195         | 1.22%  | 3,348          | 1.01%  | 4,410          | 0.92%  |
| <b>2014 Est Pop 16+ by Occupational Class</b> | <b>59,422</b> |        | <b>204,130</b> |        | <b>294,518</b> |        |
| Blue Collar                                   | 9,388         | 15.80% | 36,721         | 17.99% | 51,332         | 17.43% |
| White Collar                                  | 37,501        | 63.11% | 127,436        | 62.43% | 186,914        | 63.46% |
| Service and Farm                              | 12,533        | 21.09% | 39,973         | 19.58% | 56,273         | 19.11% |
| <b>2014 Est Avg Travel Time to Work (min)</b> | <b>25.9</b>   |        | <b>24.5</b>    |        | <b>24.3</b>    |        |

properties. When developed originally, the sizes of their lots were adequate, but these lots now are deficient in size and functionally difficult to redevelop with much-needed modern amenities. Compounding the lot size/configuration challenges is the coastal control line issue raised in 2003, which reduces the rebuildable density of existing beachfront hotels. This market analysis forecasts the potential for developing new hotel/motel rooms, either through expansion or redevelopment. Expanding the number of hotel/motel rooms by a significant number may require revisions to land use/density regulations. Developing an off-site parking strategy would help facilitate more efficient use of valuable beachfront land.

The forecast of new residential units and new commercial/retail space is intended to reflect the development of ground-floor commercial space to serve as a platform for residential units above (mixed-use projects) along the Corey Avenue corridor. The photos in Figure 5-6 illustrate the general configuration of mixed-use projects that could result from the residential unit and commercial space growth assumptions (these do not suggest architectural design).

It is expected that not all new residential and commercial development will be mixed-use projects; retail-only projects could be built along Corey Avenue and residential-only buildings could be built proximate to Corey Avenue. The Corey Avenue corridor

<sup>13</sup>The Nielsen Company, Appendix 5-3: Retail Opportunity Gap.

<sup>14</sup>U.S. Bureau of Labor Statistics

<sup>15</sup>U.S. Census.

would be well-served to attract a few national retailers to expand the corridor's market draw. A residential project of sufficient size to justify a regional marketing program would put St. Pete Beach on the regional radar of homebuyers/renters. The first large mixed-use project will probably be the most challenging and will likely require incentives through public assistance. Developing/redeveloping the ends of the Corey Avenue corridor to visually emphasize the water-to-water connection, with boutique restaurants/shops and residential properties priced to meet a cross-section of workforce incomes along the corridor, will result in the Downtown District becoming a regional live-work-play destination. Improving the pedestrian/traffic interface at the major cross-streets is needed to improve connectivity. However, currently, there is little motivation for a pedestrian to face the challenges/risks of crossing the intersections to reach the west end of Corey Avenue. Developing a "special" destination project, coupled with the redesign of the waterfront park at the west end of Corey Avenue, will largely mitigate the end-to-end connectivity of Corey Avenue. This "special" project will probably be challenging and will likely require incentives through public assistance.



**Figure 5-6: Examples of Mixed-Use Building Massing**

A few new hotels with modern design/amenities and national flags/reservation systems will revitalize the overnight tourism market in St. Pete Beach. The first new hotel project will probably be the most challenging and will likely require incentives through public assistance.

### 5.3 CALCULATION METHODOLOGIES

This market analysis is based on a balanced perspective of the local St. Pete Beach area market trends derived from market data, planning documents, and regional real estate market/trends. The balanced combination of these data facilitates a reasonably accurate estimation of development potential and future property values within the CRA. It is an analytical approach that seeks to identify "revealed preference" as a method for estimating demand and value. This approach is heavily influenced by the unique characteristics and environment of St. Pete Beach and the CRA. The analysis identifies three types of taxable value growth: general changes in the community's economic environment, capital improvements on existing properties, and development of new/expanded residential, commercial (non-hotel) and hotel/motel properties. The primary property categories were evaluated to produce a more precise forecast of appropriate growth.

The growth of taxable value on existing properties (as of 2013), property improvements, and new development were assumed to start slow and accelerate annually over the span of the analysis. This is a typical growth pattern in a CRA—each improvement/development has a ripple effect and stimulates more investment. This approach was applied to both the rate of improvements/new development and the taxable values of their assessments as they are completed. Schematic maps of the

CRA showing the CRA boundary, CRA sub-districts, and zoning within the CRA, are depicted in Figure 5-7. Analysis of the 2013 certified tax roll for the City of St. Pete Beach (latest certified tax roll) was the starting point. Tax roll parcels within the CRA were extracted from the citywide tax roll, as depicted in Table 5-3, and were the basis of the 30-year model. Special characteristics of properties within the CRA were identified. Findings from this analysis were coupled with the evaluation of St. Pete Beach demographics and long-range planning studies to develop assumptions in the model. For a detailed assumption table, see Appendix H.



**Figure 5-7: St. Pete Beach CRA**

**Table 5-3: CRA Land Parcels Overview by Category<sup>16</sup>**

| Property                             | Parcels    | DU / Rooms   | Taxable Value        | Building Area (sf) | Avg Tax Val/Unit | Avg Tax Val/SF | Avg DU Area (sf) | Homestead Parcels |                     |            |
|--------------------------------------|------------|--------------|----------------------|--------------------|------------------|----------------|------------------|-------------------|---------------------|------------|
| Category                             |            |              |                      |                    |                  |                |                  | Count             | Hx Val              | Avg Hx Val |
| Residential: Single Family           | 24         | 27           | \$2,887,229          | 36,041             | \$106,934        | \$80.11        | 1,335            | 5                 | \$400,301           | \$80,060   |
| Residential: Multi-Family (incl CAM) | 331        | 374          | \$65,223,284         | 448,261            | \$174,394        | \$145.50       | 1,199            | 79                | \$13,306,975        | \$168,443  |
| Residential: Vacant                  | 2          | 0            | \$220,565            | 0                  |                  |                |                  | 0                 | \$0                 |            |
| Commercial: Office                   | 23         | 0            | \$7,445,000          | 87,985             |                  | \$84.62        |                  |                   |                     |            |
| Commercial: Retail, Rest, Other      | 83         | 0            | \$53,672,982         | 574,760            |                  | \$93.38        |                  |                   |                     |            |
| Commercial: Hotel/Motel/Time Share   | 379        | 2,309        | \$179,018,158        | 1,664,953          | \$77,531         | \$107.52       | 721              |                   |                     |            |
| Commercial: Vacant                   | 56         | 0            | \$10,412,621         | 0                  |                  |                |                  |                   |                     |            |
| Industrial                           | 11         | 0            | \$2,686,649          | 44,630             |                  | \$60.20        |                  |                   |                     |            |
| Industrial: Vacant                   | 0          | 0            | \$0                  | 0                  | \$0              | \$0.00         | 0                |                   |                     |            |
| Institutional / Govt                 | 10         | 0            | \$1,905,751          | 136,018            |                  | \$14.01        |                  |                   |                     |            |
| Institutional / Govt: Vacant         | 1          | 0            | \$0                  | 0                  |                  |                |                  |                   |                     |            |
| <b>Totals</b>                        | <b>920</b> | <b>2,710</b> | <b>\$323,472,239</b> | <b>2,992,648</b>   |                  |                |                  | <b>84</b>         | <b>\$13,707,276</b> |            |

## THE 18-YEAR REAL ESTATE CYCLE

According to Steve H. Hanke<sup>17</sup> of the Cato Institute:

Data demonstrate that every 18 years we can expect the culmination of a credit-fueled real estate and ensuing business cycle. Generally, the steps of the cycle are: available, low interest bank credit raises property prices; buyers take on more credit to purchase property; the appreciated property value serves as collateral for more bank loans; property prices eventually peak; construction activity and the general economy peak; property value declines; declining property value reduces owner equity and lender collateral; loans become bad debts; banks adjust lending criteria making it more difficult to qualify for loans to buy property.

A graph depicting the phases in a real estate cycle<sup>18</sup> is reflected in Figure 5-8.

The timing and duration of the 18-year real estate cycle affects all U.S. communities and cities, but the rate of increase in the growth periods and depth of decline in the recession periods are specific to each. The model anticipates the 18-year real estate cycle, starting with year 1 (2013), with the decline initiating in year 18 (2031). Growth/decline periods affect the timing of construction starts for renovation and development projects; new construction and capital improvement projects do not start during the decline, but new projects are added to the tax role during the decline that were started prior to the decline period.

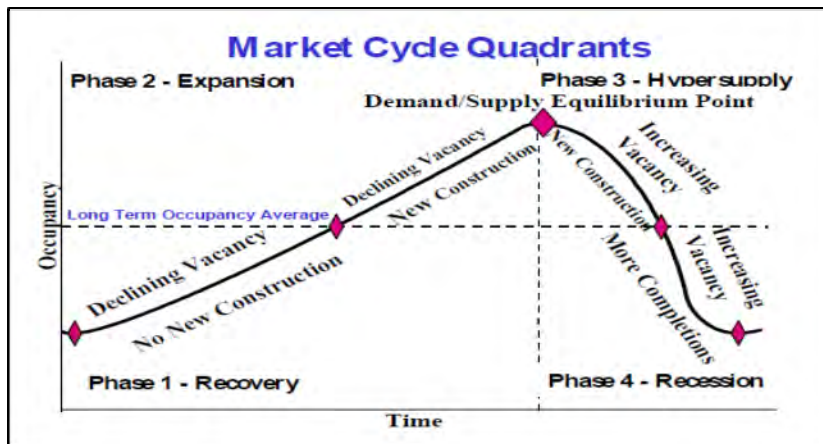


Figure 5-8: Phases in the Real Estate Cycle<sup>18</sup>

<sup>16</sup>Florida Department of Revenue, 2013 Certified Tax Roll.

<sup>17</sup>Steve H. Hanke, "The Great 18-Year Real Estate Cycle."

<sup>18</sup>Glenn R. Mueller, "Predicting Long-Term Trends & Market Cycles in Commercial Real Estate," 2001.



## GENERAL CONDITIONS OF THE MODEL

- The base values and assumptions of the Model are provided in Appendix H.
- The model considers factors relevant to the three types of assessed value growth: economic climate/local market conditions (escalation of assessed value), capital improvements on existing properties, and new development.
- Development of new residential units is driven by the estimate of CRA's share of forecasted citywide population growth and the expectation of the more/faster growth due to the evolving success of the CRA, coupled with the 2014 estimated household size for St. Pete Beach (1.83<sup>19</sup>). The model assumes new housing development will be multi-family units, built as unmet demand accrues.
- Development of new commercial space is driven by the existing retail gap identified in the Retail Opportunity Gap analysis and the growth of citywide population, which generates more retail demand within the city/CRA.
- Annual capital improvements on existing residential properties, commercial properties, and hotel/motel properties are based on the gross building area (sf) of each property category existing in 2013.
- Annual escalation rates to reflect the community's economic environment were selected for two primary categories: residential and commercial. The rate of decline during the 18-year real estate cycle also were identified for the two primary categories.
- The average taxable values (land and building combined) of each property category, escalated annually, served as the basis for the values of improvements and new development over the 30-year analysis period. Each complete project was rolled in at its escalated value as it occurs. The taxable value of all improvements and development may take one to three years from the start of construction to appear on the tax roll, depending on the construction period and the date of its Certificate of Occupancy.
- The timing and pace of new development and capital improvements reflect anticipation of market demand and absorption of developed projects, which are critical to attracting and underwriting the investment of the next project.
- The property tax levy is calculated by applying the millage rates of the affected taxing districts to the previous year's incremental taxable value. The millage rates of the City of St Pete Beach (2.8569) and Pinellas County (5.3377, General Fund and Health Department)<sup>20</sup> were applied during the lifespan of the CRA.
- The current city/county millage rates were held constant to calculate the tax levy throughout the 30-year analysis period. In reality, these rates may change over time, potentially due to the 2007 "rolled-back rate" legislation. The Florida Department of Revenue calculation of the rolled-back rate is based on citywide/countywide assessed values, and any resulting changes are applied citywide/countywide. Ad valorem revenues are calculated as 95% of the total revenue generated by applying the property tax millage rate.
- St. Pete Beach is expecting to negotiate an interlocal agreement with Pinellas County as to the TIF capture rate for the life of the CRA based on the ad valorem tax revenue (which is based on 95% of the total levy) — All of the available TIF generated will be captured during the first 5 years and 75% of the available TIF generated will be captured in years 6-30. This capture/release was reflected in the model.
- The values reflected in new development and capital improvements tables are based on the first year's taxable value as projects/improvements are completed.

<sup>19</sup>The Nielsen Company.

<sup>20</sup>Pinellas County Property Appraiser, FY 2013/14 Millage Rates.

## 5.4 SUMMARY OF FINDINGS

The model reflects significant growth, both in terms of new development and the tax base. Table 5-4 is a summary of the new development by category in five-year increments resulting from the assumptions of the model.

**Table 5-4: New Development Completed and Values (1st Assessment Year)**

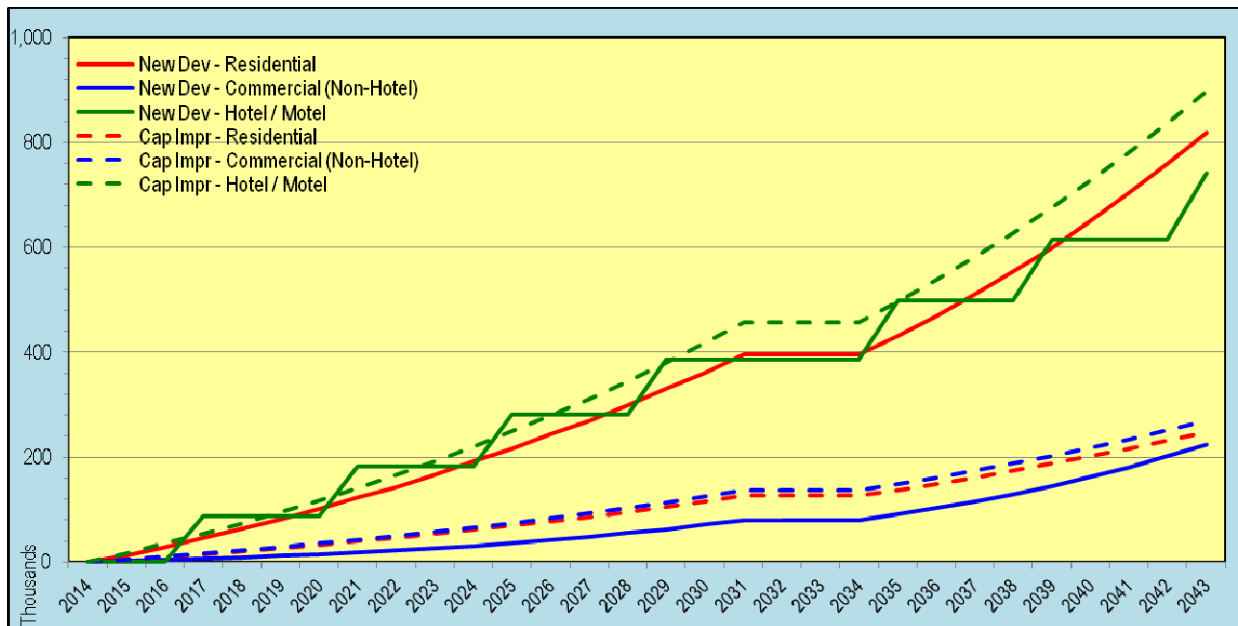
|                                              | Yrs 1–5      | Yrs 6–10     | Yrs 11–15    | Yrs 16–20    | Yrs 21–25    | Yrs 26–30     | Cum Total     |
|----------------------------------------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|
| <b>New Developments Completed (sf)</b>       |              |              |              |              |              |               |               |
| Multi-Family Residential                     | 63,284       | 103,555      | 132,321      | 95,885       | 159,169      | 264,642       | 818,855       |
| Non-Hotel Commercial                         | 8,883        | 17,467       | 28,776       | 25,571       | 48,497       | 95,362        | 224,557       |
| Hotel/Motel                                  | 88,331       | 93,631       | 99,249       | 105,204      | 111,516      | 243,507       | 741,438       |
| Total Development                            | 160,498      | 214,654      | 260,346      | 226,660      | 319,182      | 603,511       | 1,784,850     |
| <b>New Developments Completed (CU/Rooms)</b> |              |              |              |              |              |               |               |
| Multi-Family Residential                     | 66           | 108          | 138          | 100          | 166          | 276           | 854           |
| Non-Hotel Commercial                         | 175          | 382          | 197          | 208          | 455          | 482           | 1,900         |
| Hotel/Motel                                  | 241          | 490          | 355          | 308          | 621          | 758           | 2,754         |
| <b>New Development Value</b>                 |              |              |              |              |              |               |               |
| Multi-Family Residential                     | \$10,905,900 | \$19,788,978 | \$29,232,509 | \$23,179,552 | \$37,223,409 | \$82,471,331  | \$202,801,677 |
| Non-Hotel Commercial                         | \$878,796    | \$1,943,551  | \$3,825,723  | \$3,862,522  | \$8,056,241  | \$25,218,695  | \$43,785,527  |
| Hotel/Motel                                  | \$14,405,166 | \$16,906,930 | \$20,495,854 | \$25,923,226 | \$26,413,176 | \$105,854,744 | \$209,999,096 |
| Total Development Value                      | \$26,189,862 | \$38,639,458 | \$53,554,086 | \$52,965,299 | \$71,692,826 | \$213,544,769 | \$456,586,300 |

The model also anticipates capital improvements on existing (as of 2013) residential, commercial (non-hotel), and hotel/motel properties.

**Table 5-5: Capital Improvements Completed and Values (1st Assessment Year)**

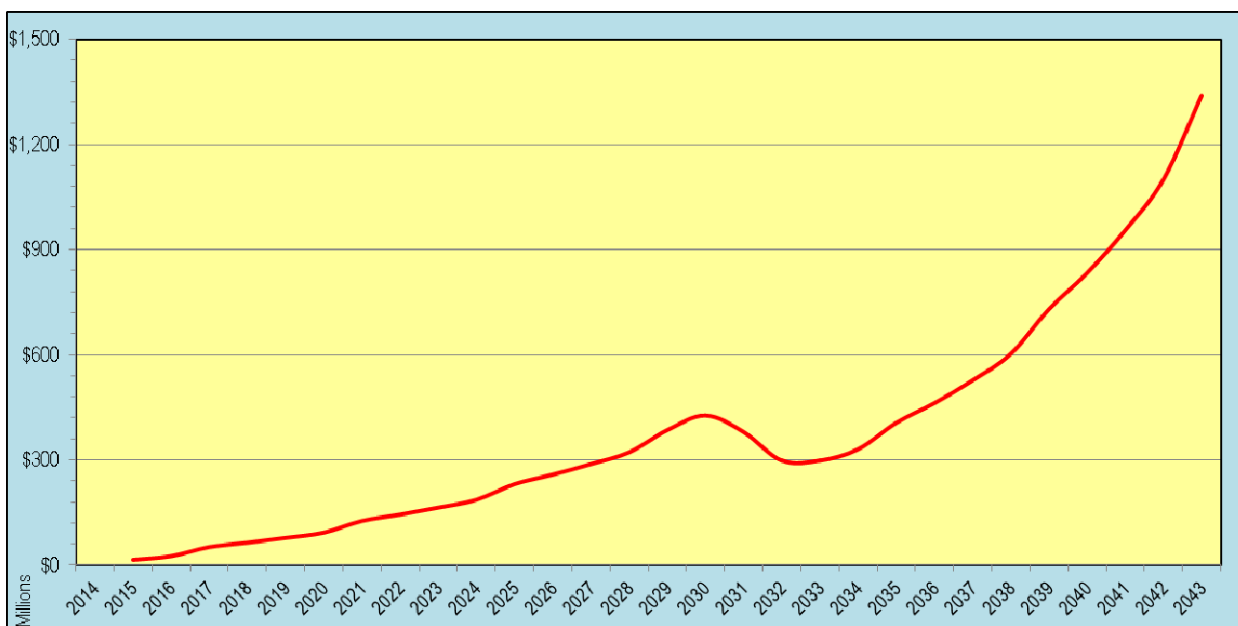
|                                         | Yrs 1–5     | Yrs 6–10    | Yrs 11–15   | Yrs 16–20   | Yrs 21–25    | Yrs 26–30    | Cum Total    |
|-----------------------------------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|
| <b>Capital Improvements (sf)</b>        |             |             |             |             |              |              |              |
| Multi-Family Residential                | 20,811      | 32,775      | 42,320      | 31,099      | 47,155       | 74,263       | 248,423      |
| Non-Hotel Commercial                    | 22,392      | 35,343      | 45,750      | 33,685      | 51,139       | 80,719       | 269,028      |
| Hotel/Motel                             | 74,654      | 117,835     | 152,530     | 112,306     | 170,499      | 269,116      | 896,940      |
| Total Capital Improvements              | 117,857     | 185,953     | 240,601     | 177,091     | 268,793      | 424,097      | 1,414,392    |
| <b>Capital Improvements Value</b>       |             |             |             |             |              |              |              |
| Multi-Family Residential                | \$633,841   | \$1,112,572 | \$1,662,034 | \$1,314,668 | \$1,956,882  | \$4,104,352  | \$10,784,349 |
| Non-Hotel Commercial                    | \$476,384   | \$847,925   | \$1,309,932 | \$1,100,887 | \$1,827,579  | \$4,565,900  | \$10,128,606 |
| Hotel/Motel                             | \$2,356,842 | \$4,194,989 | \$6,480,706 | \$5,446,483 | \$9,041,690  | \$22,589,154 | \$50,109,863 |
| <b>Total Capital Improvements Value</b> | \$3,467,066 | \$6,155,485 | \$9,452,671 | \$7,862,037 | \$12,826,151 | \$31,259,407 | \$71,022,817 |

Considering that the 2013 taxable value in the CRA is \$323,472,239, the taxable values forecasted, without escalation, represent a 63.1% increase in the CRA. A graph of new development and capital improvements (sq.ft.) achieved during 2014–2043 is depicted in Figure 5-9.



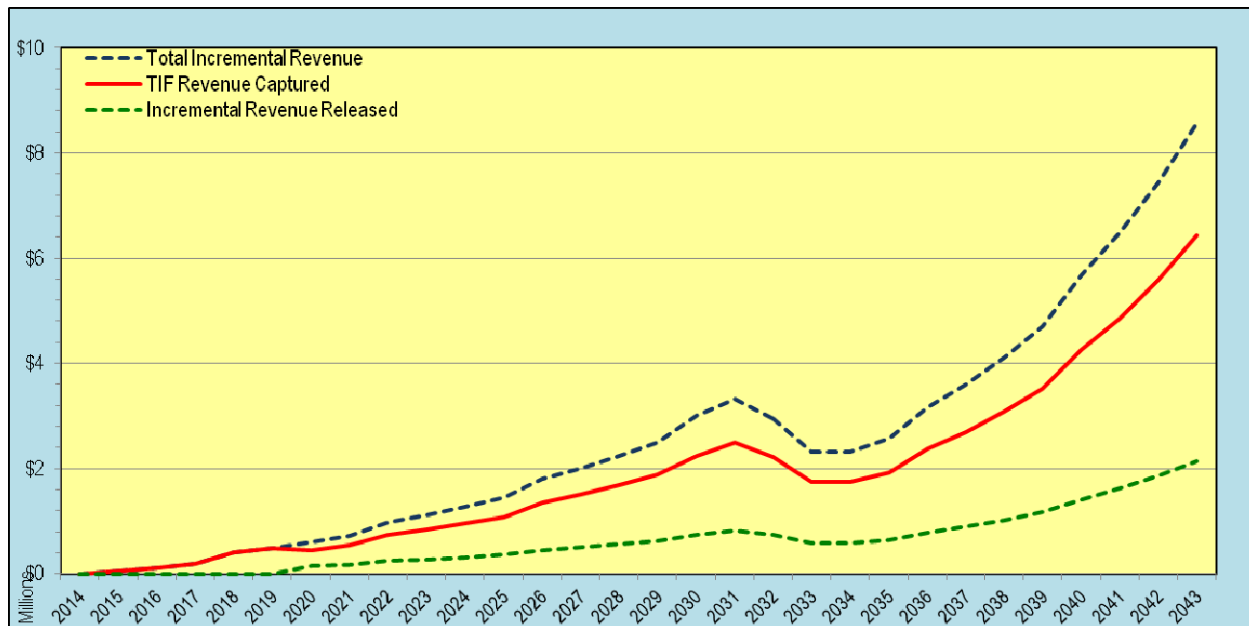
**Figure 5-9: Projected New Development and Capital Improvements (sq.ft.)**

Figure 5-10 depicts the growth of incremental taxable value (data points reflect the cumulative value of all earlier data points) resulting from the model and escalation on properties existing in 2013. The values reflect the taxable value of projects at their first year of assessment, without further escalation through the analysis time period.



**Figure 5-10: Projected Incremental Taxable Value (Cumulative Year-to-Year), 2014–2043**

Figure 5-11 depicts the trend of projected incremental ad valorem tax and TIF revenue (ad valorem revenue is calculated as 95% of the total levy) during 2014 to 2043. It should be noted that the terms being negotiated with Pinellas County for the RTF are to capture all of the available City and County TIF during years 1 through 5 and 75% of the available TIF for years 6 through 30. this is reflected in the graph.



**Figure 5-11: Projected Incremental Property Tax Revenue, 2014–2043**

Table 5-6 is a summary of the TIF revenue captured and incremental ad valorem revenue released by St. Pete Beach and Pinellas County, in five-year increments, resulting from the assumptions of the model. It should be noted that all ad valorem tax revenue generated on the CRA's 2013 taxable value (\$323,472,239<sup>21</sup>, TIF Base Year) are released to the City (\$25.5 million)

**Table 5-6: TIF Revenue Captures/Incremental Ad Valorem Revenue Released**

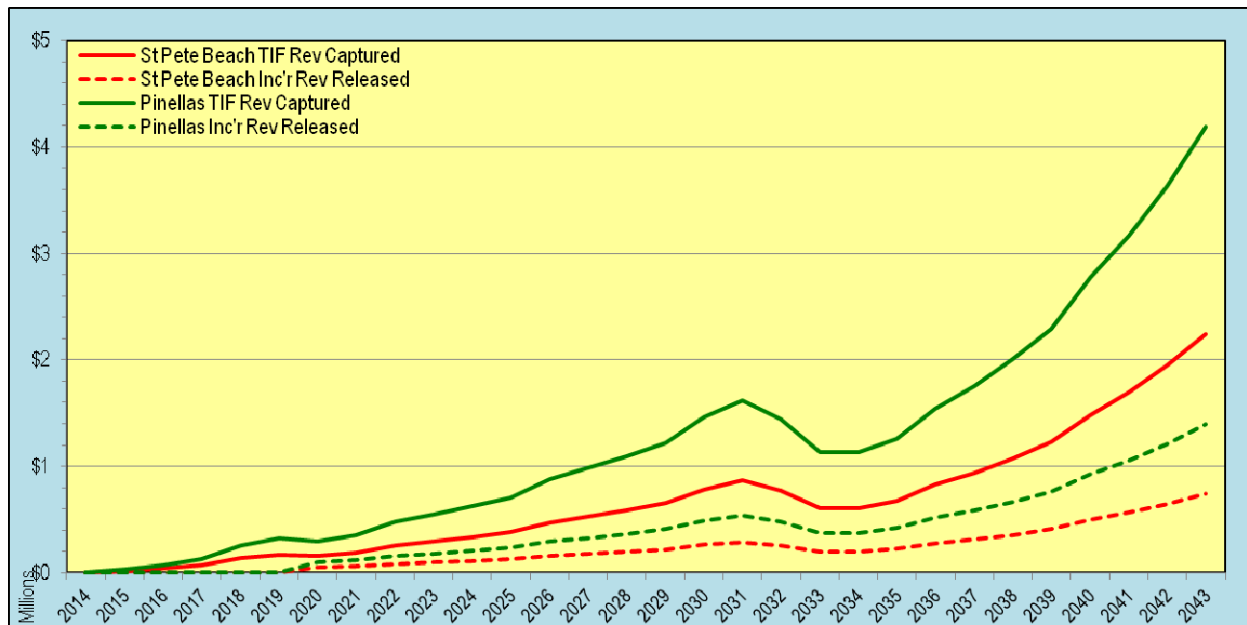
|                            | Yrs 1 - 5 | Yrs 6 - 10  | Yrs 11 - 15 | Yrs 16 - 20  | Yrs 21 - 25  | Yrs 26 - 30  | Cum Total    |
|----------------------------|-----------|-------------|-------------|--------------|--------------|--------------|--------------|
| TIF Revenue Captured       |           |             |             |              |              |              |              |
| St. Pete Beach             | \$264,295 | \$1,068,549 | \$2,295,279 | \$3,686,334  | \$4,119,185  | \$8,595,181  | \$20,028,822 |
| Pinellas County            | \$493,797 | \$1,996,428 | \$4,288,393 | \$6,887,375  | \$7,696,095  | \$16,058,838 | \$37,420,927 |
| Total                      | \$758,092 | \$3,064,977 | \$6,583,672 | \$10,573,709 | \$11,815,280 | \$24,654,019 | \$57,449,749 |
| Ad Valorem Revenue Release |           |             |             |              |              |              |              |
| St. Pete Beach             | \$0       | \$298,499   | \$765,093   | \$1,228,778  | \$1,373,062  | \$2,865,060  | \$6,530,491  |
| Pinellas County            | \$0       | \$557,701   | \$1,429,464 | \$2,295,792  | \$2,565,365  | \$5,352,946  | \$12,201,268 |
| Total                      | \$0       | \$856,200   | \$2,194,557 | \$3,524,570  | \$3,938,427  | \$8,218,006  | \$18,731,760 |

<sup>21</sup>Florida Department of Revenue, 2013 Certified Tax Roll.



and County (\$47.6 million); the revenue generated and released by the Base Year value is not reflected in Table 5-6.

Figure 5-12 depicts the trend of TIF revenue captured and incremental ad valorem revenue released by St. Pete Beach and Pinellas County in 2014–2043. It should be noted that all ad valorem tax revenue generated on the CRA’s 2013 taxable value (\$323,472,239<sup>22</sup>, TIF Base Year) are release to the City (\$25.5 million) and County \$47.6 million); the revenue generated and released by the Base Year value is not reflected in Figure 5-5.



**Figure 5-12: Contributions to St. Pete Beach TIF – Captured/Released**

## 5.5 GENERAL OBSERVATIONS AND CONCLUSIONS

The economic development potential of St. Pete Beach is significant. Key findings from this report include the following:

- Activating the city’s market potential and redeveloping/revitalizing the CRA with densities compatible with and appropriate to the district, while maintaining the city’s unique “comfort” and character will require the achievement of a careful balance.
- The growth of new development and increasing/diversifying the tax base will continue beyond the 30-year analysis period. The new investment within the CRA will stimulate new investment citywide; the impacts outside the CRA are not quantified in this analysis.
- The market analysis did not attempt to quantify sales tax revenues. However, as retail space is revitalized and developed, there should be a significant increase in sales tax revenues. A wider range of goods and services also will be available to residents.
- The probability of achieving the market potential reflected in this analysis would be improved substantially if the City/CRA used the services of an experienced economic development professional. Approaching the recommended initiatives with a sense of “urgency” would be highly beneficial.

<sup>22</sup>Florida Department of Revenue, 2013 Certified Tax Roll.

- Initiating a project of sufficient size to justify a marketing budget with an area-wide reach would elevate St. Pete Beach on the regional “radar.” This would not only generate market demand but would also attract the attention of regional developers and investors. Achieving this as early as possible would be highly beneficial.
- It is likely the development of parking facilities (parking lots and/or garages) will be required as the CRA evolves. Creating a strategy for the development of public garages that serve visitors and stimulate development/investment would be highly beneficial; strategic locations for public garages that can provide off-site parking for the development of proximate residential projects should be identified. Convenient off-site parking along the hotel corridor will facilitate development/redevelopment of the hotels and allow for the more efficient use of valuable beachfront land. Zoning regulations must support these off-site parking strategies.
- As shown in the model, economic growth and development is expected to occur in St Pete Beach throughout the 2014–2043 (30-year) study timeframe. Some key achievements during the study timeframe include the following:
  - ◇ Expected total new development (residential, commercial (non-hotel), and hotel/motel) of 1,784,850 sq.ft.
  - ◇ Expected capital improvements (residential and non-residential) of 1,414,392 sq.ft. on properties existing as of 2013.
  - ◇ In the context of this analysis, TIF revenue is defined as property tax revenue captured by the Trust Fund and ad valorem revenue is defined as property tax revenue released or not captured by the Trust Fund.
    - TIF revenues of \$57.4 million are generated and captured over 30 years.
    - Incremental ad valorem revenues of \$18.7 million are released in addition to \$73.0 million of ad valorem revenues generated on the existing 2013 Base Year value, which are not captured.

## CHAPTER 6:

### Capital Planning



## 6.1 DEVELOPMENT PLAN

The Conceptual Diagram (Figure 3-6) illustrates the variety of capital projects that will be implemented by the Redevelopment Agency during the duration of the plan to remove blight factors identified within the Finding of Necessity Study. The Conceptual Diagram is a visual representation of the Plan's intent and objectives, identifying specific capital projects that are described in more detail in this chapter.

## 6.2 CAPITAL PROJECTS

For the CRA to have a distinct image and sense of place, common architectural elements for buildings and a consistent streetscape will be needed. The streetscape will promote a pedestrian-friendly corridor that will include landscaping and irrigation, sidewalk improvements, distinctive paving patterns delineating gathering places and crosswalks, pedestrian-scale decorative lighting, side street crosswalks, mid-block crosswalks, bike lanes, entrance signage, and street furniture. Improvements for the CRA will incorporate infrastructure needs such as street paving and curbing, road reconstruction and resurfacing, improving stormwater systems, and burying utilities. These improvements will establish a solid neighborhood and business environment that will support the CRA. The recommended practice is to enhance a street with all necessary infrastructure upgrades while the street is under construction.

### DOWNTOWN DISTRICT STREETScape IMPROVEMENTS

The City and Redevelopment Agency will coordinate to identify specific landscape/streetscape improvements within the Downtown District. Major features may include:

- New and wider main street-style sidewalks linking the Downtown core retail, business, government, entertainment, dining, and shopping activities to each other from Sunrise Park on Boca Ciega Bay to the east, through the traditional main street activity core, to Sunset Park on Blind Pass Channel to the west
- New and wider sidewalks linking trolley stops, crosswalks, and parks as well as retail, restaurant, and entertainment establishments within the Downtown area
- New and wider bike lanes, where appropriate, linking the traditional Downtown District with the Gulf Boulevard District area and residential neighborhoods, with particular emphasis on linkages to public beach access plazas, trolley stops, crosswalks, parks, and retail, restaurant, and entertainment establishments
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features
- Pedestrian signalization and other pedestrian safety features at all crosswalks and intersections within the Downtown District.
- Consolidate/reduce curb cuts and driveways to improve access management.
- Pedestrian-scaled decorative lighting
- A pedestrian waterfront boardwalk along Boca Ciega Bay linking Corey Circle East under the Corey Causeway Bridge to the Community Center and the City's largest waterfront park to link two major activity centers in a safe and memorable way that will function on a daily basis for residents and visitors, but that also will increase opportunities for larger community events that could capitalize on the resources available at each location, including additional public parking within close proximity to each other
- Other amenities such as street furniture



## GULF BOULEVARD IMPROVEMENT PROGRAM COMPONENTS

The City may initiate re-designation of Gulf Boulevard and Blind Pass Road by FDOT as a City Road rather than a State Road to facilitate and remove restrictions on street improvements that would make these corridors more pedestrian– and bicycle-friendly and aesthetically-pleasing. Pursuing the re-designation strategy will allow street trees and crosswalks to be installed without being subjected to FDOT review procedures. Alternatively, the City and Redevelopment Agency may decide to coordinate closely with FDOT to identify specific improvements that can be made without formal re-designation. Potential features may include:

- Gateway signage to welcome visitors to the CRA
- Improved landscaping within the rights-of-way, including median treatments where appropriate. Florida-friendly landscaping will be installed, where feasible
- New and improved sidewalks linking resorts and residential neighborhoods to public beach access plazas, trolley stops, crosswalks, parks, and other activity centers
- New and improved bike lanes linking resorts and residential neighborhoods to public beach access plazas, trolley stops, crosswalks, restaurants, and parks as well as entertainment and retail activity centers
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features
- Pedestrian signalization and other pedestrian safety features at crosswalks and along Gulf Boulevard, where appropriate.
- Consolidate/reduce curb cuts and driveways to improve access management
- Pedestrian-scale decorative lighting with banner installation features for general City “branding,” seasonal displays, and special City events
- Other amenities such as street furniture

The improved streetscape will help to calm traffic; increase pedestrian and bicycle safety; create a more comfortable, safer, and aesthetically-pleasing experience for pedestrians and bicyclists that reduce the negative impacts of major thoroughfare traffic

## PARKING FACILITY PROJECTS

Centrally-located public parking facilities should be provided to support the Downtown retail/business district and special events in the Downtown District near Corey Avenue. A centrally-located public parking garage should be provided in the Gulf Boulevard resort area on the east side of Gulf Boulevard within close proximity to resorts and public beach access.

The provision of additional parking facilities within both the Downtown and Gulf Boulevard Districts will greatly enhance redevelopment potential and eliminate blight conditions by providing reducing demand for parking to be provided on a lot by lot basis. This will allow for more flexibility in site design, and encourage redevelopment, and economic development by reducing the cost of providing for parking. In addition, by reducing on-site parking demand, additional land can be used for improved pedestrian facilities, and access to commercial areas can be improved to increase safety.

## OTHER INFRASTRUCTURE & FACILITIES:

"The Redevelopment Agency will work to improve the condition of utilities and public facilities throughout the CRA. This work may take the form of the undergrounding utilities located within the right-of-way, improvements to the former police station site, community center and park, public library, and improvements to stormwater, water, and sanitary sewer facilities to mitigate issues or improve capacity to improve the public realm and facilitate redevelopment."

The proposed expansion and improvement to the community center park and the police station collectively will provide economic development opportunities as well as enhance pedestrian safety within the CRA. Although a final revitalization plan has not yet been developed, potential improvements could increase opportunities for events and activities that could be attended by local residents and visitors/tourists. This would have a positive economic development impact for the City, and encourage redevelopment in and around the Downtown District. Additionally, the park improvements, coupled with the creation of a pedestrian bridge under 75th Avenue would greatly enhance pedestrian safety and allow for increased multimodal travel, reducing automobile congestion.

The undergrounding of utilities is also an important capital investment that will be supported, at least in part, by the CRA. Overhead utilities hamper the streetscaping efforts and inhibit the elimination of inadequate roadways by preventing sidewalk widening and tree planting and/or maturation. In addition, the undergrounding of utilities enhances automobile and pedestrian safety further by removing obstructions from the right of way, which can limit sightlines. Utility poles can also inhibit improved access management (particularly the relocation and reconfiguration of driveways), which will improve safety, and help eliminate instances of faulty lot layouts that discourage redevelopment.

## **SIGNAGE AND WAYFINDING**

The Redevelopment Agency should also create and install customized directional and street signs, trolley stop signs, and other customized signage for Main Street shopping and entertainment areas, resort areas, distinct residential neighborhoods abutting the Downtown core area, parks, public parking areas and facilities, and government facilities and services as part of a comprehensive signage program that eliminates visual clutter and uses internationally-accepted symbols to facilitate tourist orientation to the major City activity areas. This visual aesthetic of the signage will be developed using the branding concepts that will be developed by the Redevelopment Agency as described in Section 6.4.

## **6.3 PROJECTED CAPITAL COSTS**

### **OVERALL CRA PUBLIC IMPROVEMENTS ESTIMATED CAPITAL BUDGET AND FUNDING SOURCES**

Improvements to alternative pedestrian and bicycle corridors that connect the downtown to residential and resort areas are an important element of the CRA. The area is deficient in many of the infrastructure needs necessary for upgrading. Table 6-1 on the following page identifies the various needs and associated costs for improving the neighborhoods in the CRA.

### **CAPITAL COST ESTIMATES AND PROJECT PRIORITIZATION**

The CRA Capital Improvements Plan (Table 6-1) reflects present value dollars and does not adjust for future inflation. The cost estimates may not account for all necessary expenditures to complete the proposed projects. For projects involving City-supplied labor, installation costs will not be included. Also, future maintenance costs associated with the improvements as well as any operational costs will not be included in the schedule. Project scope, phasing, and funding sources may vary as determined during specific project budget and planning phases. Table 6-1 includes general prioritization for project implementation. However, the Redevelopment Agency can choose to reprioritize projects based on changing revenue projections, or the availability of outside resources. The Redevelopment Agency will decide annual priorities consistent with the strategies and projects identified within the Plan on an annual basis during their budget process. In instances where the Redevelopment Agency wishes to add projects or programs that were not formerly identified in the Plan, a plan amendment will need to occur. Such an amendment will require approval by Pinellas County BCC.

**Table 6-1: Proposed Capital Work Program**

| Downtown District Projects                       |                         |             |                    |    |                     |                       |                                     |                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------------------------|-------------------------|-------------|--------------------|----|---------------------|-----------------------|-------------------------------------|----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Type                                     | Cost Estimate per Unit  | Unit        | Estimated Cost     |    |                     |                       | Existing/ Potential Funding Sources | Location                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                                  |                         |             | Short Term (5 yrs) | (1 | Mid Term (6-15 yrs) | Long Term (16-30 yrs) |                                     |                                                                                                          | Total                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Transportation & Mobility Improvements           |                         |             |                    |    |                     |                       |                                     |                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Waterfront Boardwalk                             | \$1,000,000 (lump sum)  | 1 Boardwalk |                    |    | \$1,000,000         |                       | \$1,000,000                         | City & County TIF, LOST, Grants, Private Funding                                                         | Connecting Corey Circle along Boca Ciega Intracoastal Waterway to Community Center on Boca Ciega Dr.                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Downtown District Streetscape Improvements       | \$550 per LF            | 22,282 LF   | \$3,063,775        |    | \$3,063,775         | \$6,127,550           | \$12,255,100                        | City & County TIF, LOST, Grants, FDOT                                                                    | Corey Avenue (From Corey Cir. To Sunset Way)<br>75th Ave. (From CRA Boundary to Sunset Way)<br>73rd Ave. (From Bay St. to Sunset Way)<br>76th Ave. (From Boca Ciega Drive to Terminus west of Coquina Way)<br>77th Ave. (From Boca Ciega Drive to Blind Pass Road)<br>Boca Ciega Dr. (From 77th Ave. to 70th Ave.)<br>Blind Pass Road (From 77th Ave. to Gulf Boulevard)<br>Coquina Way (From 76th Ave. to 73rd Ave.)<br>Sunset Way (From 75th Ave. to 73rd Ave.)<br>Gulf Winds (From 70th to 64th Avenue)<br>Gulf Boulevard (From 76th Avenue 64th Avenue) |
| Public Parking Facilities                        | \$12,500,000 (lump sum) | TBD         | \$1,000,000        |    | \$5,750,000         | \$5,750,000           | \$12,500,000                        | City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives | TBD - Proximate to Downtown Retail Uses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Utilities and Infrastructure                     |                         |             |                    |    |                     |                       |                                     |                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Burying/Relocating Utilities                     | \$2,000,000 per mile    | .61 miles   |                    |    |                     | \$1,220,000           | \$1,220,000                         | TIF (City Only)                                                                                          | Gulf Boulevard (From 76th Avenue 64th Avenue)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Burying/Relocating Utilities                     | \$2,000,000 per mile    | .51 miles   |                    |    |                     | \$1,020,000           | \$1,020,000                         | TIF (City Only)                                                                                          | 75th Ave. (From CRA Boundary to Sunset Way)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Burying/Relocating Utilities                     | \$2,000,000 per mile    | .32 miles   |                    |    |                     | \$640,000             | \$640,000                           | TIF (City Only)                                                                                          | Gulf Winds (From 70th to 64th Avenue)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Burying/Relocating Utilities                     | \$2,000,000 per mile    | 0.51 miles  |                    |    |                     | \$1,020,000           | \$1,020,000                         | TIF (City Only)                                                                                          | Blind Pass Road (From 77th Ave. to Gulf Boulevard)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Burying/Relocating Utilities                     | \$2,000,000 per mile    | 0.42miles   |                    |    |                     | \$840,000             | \$840,000                           | TIF (City Only)                                                                                          | Boca Ciega Dr. (From 77th Ave. to 70th Ave.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Burying/Relocating Utilities                     | \$2,000,000 per mile    | 0.45 miles  |                    |    |                     | \$900,000             | \$900,000                           | TIF (City Only)                                                                                          | 73rd Ave. (From Bay St. to Sunset Way)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Burying/Relocating Utilities                     | \$2,000,000 per mile    | 0.33 miles  |                    |    |                     | \$660,000             | \$660,000                           | TIF (City Only)                                                                                          | 76th Ave. (From Boca Ciega Drive to Terminus west of Coquina Way)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Burying/Relocating Utilities                     | \$2,000,000 per mile    | 0.1 miles   |                    |    |                     | \$200,000             | \$200,000                           | TIF (City Only)                                                                                          | 77th Ave from Boca Ciega Dr to Blind Pass Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Stormwater System Improvements*                  | \$2,000,000 (lump sum)  | TBD         |                    |    | \$1,000,000         | \$1,000,000           | \$2,000,000                         | City & County TIF, Grants                                                                                | Throughout the Downtown Planning District                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Infrastructure Studies                           | \$150,000 (lump sum)    | TBD         |                    |    | \$150,000           |                       | \$150,000                           | TIF (City Only)                                                                                          | Downtown District - Specific locations TBD<br>Potential for Public / Private Shared Parking                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Wayfinding Signage Improvements                  |                         |             |                    |    |                     |                       |                                     |                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Wayfinding Signage Improvements                  | \$3,200 per Sign        | 15 signs    |                    |    | \$48,000            |                       | \$48,000                            | City & County TIF, Grants                                                                                | Comprehensive Street and Wayfinding Signage Program for both the Downtown District District. Program will "brand" St. Pete Beach, orient residents & visitors and eliminate visual clutter                                                                                                                                                                                                                                                                                                                                                                  |
| Gateway Features                                 | \$100,000 Gateway       | 2 Gateways  |                    |    | \$200,000           |                       | \$200,000                           | City & County TIF, Grants                                                                                | Two Downtown District Gateway Features                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Community Center Area Improvements               |                         |             |                    |    |                     |                       |                                     |                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Community Center Park Expansion and Improvements | \$5,000,000 (lump sum)  | TBD         |                    |    | \$1,000,000         | \$4,000,000           | \$5,000,000                         | FRDAP, LOST, City & County TIF                                                                           | Community Center on Boca Ciega Dr                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Police Station Improvements                      | \$5,000,000 (lump sum)  | 1 facility  | \$500,000          |    |                     |                       | \$500,000                           | City & County TIF                                                                                        | Downtown District - Project could include capital improvements made to existing police station to assist new tenant build out.                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Sub-Total                                        |                         |             | \$4,563,775        |    | \$12,211,775        | \$23,377,550          | \$40,153,100                        |                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

\* County TIF can be used for major/regional stormwater improvements, but not for neighborhood or local stormwater improvements

**Table 6-1: Proposed Capital Work Program (cont).**

| Gulf Boulevard District                          |                           |            |                                                                            |                     |                       |              |                                                                                                          |                                                                                                                                                                               |
|--------------------------------------------------|---------------------------|------------|----------------------------------------------------------------------------|---------------------|-----------------------|--------------|----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Type                                     | Cost Estimate per Unit    | Unit       | Estimated Cost                                                             |                     |                       |              | Existing/ Potential Funding Sources                                                                      | Location                                                                                                                                                                      |
|                                                  |                           |            | Short Term (1-5 yrs)                                                       | Mid Term (6-15 yrs) | Long Term (16-30 yrs) | Total        |                                                                                                          |                                                                                                                                                                               |
| Transportation & Mobility Improvements           |                           |            |                                                                            |                     |                       |              |                                                                                                          |                                                                                                                                                                               |
| Gulf Boulevard District Streetscape Improvements | \$600 per LF              | 9,187 LF   |                                                                            | \$5,512,200         |                       | \$5,512,200  | City & County TIF, LOST*, Grants, * FDOT                                                                 | Gulf Boulevard (From 64th Avenue to 37th Avenue)<br>Gulf Winds (From 64th to Gulf Boulevard)                                                                                  |
| Public Parking Facilities                        | \$11,500,000 (lump sum)   | TBD        |                                                                            | \$5,750,000         | \$5,750,000           | \$11,500,000 | City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives | Gulf Boulevard District - Specific locations TBD<br>Potential for Public / Private Shared Parking                                                                             |
| Utilities and Infrastructure                     |                           |            |                                                                            |                     |                       |              |                                                                                                          |                                                                                                                                                                               |
| Burying/Relocating Utilities                     | \$2,000,000/mile          | 1.63 miles |                                                                            |                     | \$3,260,000           | \$3,260,000  | TIF (City Only)                                                                                          | Gulf Boulevard (From 64th Avenue to 37th Avenue)                                                                                                                              |
| Burying/Relocating Utilities                     | \$2,000,000 per mile      | 0.15 miles |                                                                            |                     | \$300,000             | \$300,000    | TIF (City Only)                                                                                          | 64th Avenue (From Sunset Way to Gulf Winds Drive)                                                                                                                             |
| Burying/Relocating Utilities                     | \$2,000,000 per mile      | .11 miles  |                                                                            |                     | \$220,000             | \$220,000    | TIF (City Only)                                                                                          | Gulf Winds (From 64th to Gulf Boulevard)                                                                                                                                      |
| Stormwater System Improvements**                 | \$2,000,000 (lump sum)    | TBD        |                                                                            | \$1,000,000         | \$1,000,000           | \$2,000,000  | City & County TIF, Grants                                                                                | Throughout the Gulf Boulevard Planning District                                                                                                                               |
| Infrastructure Studies                           | 150000 (lump sum)         | TBD        |                                                                            | \$150,000           |                       | \$150,000    | TIF (City Only)                                                                                          | Gulf Boulevard District - Locations TBD                                                                                                                                       |
| Wayfinding Signage Improvements                  |                           |            |                                                                            |                     |                       |              |                                                                                                          |                                                                                                                                                                               |
| Wayfinding Signage Improvements                  | \$3,200 per Sign          | 15 signs   |                                                                            | \$48,000            |                       | \$48,000     | City & County TIF, Grants                                                                                | Comprehensive Street and Wayfinding Signage Program for the Gulf Blvd District. Program will "brand" St. Pete Beach, orient residents & visitors and eliminate visual clutter |
| Gateway Features                                 | \$100,000 Gateway Feature | 2 Gateways |                                                                            | \$200,000           |                       | \$200,000    | City & County TIF, Grants                                                                                | Two Gulf Boulevard District Gateway Features                                                                                                                                  |
| Sub-Total                                        |                           |            | \$0                                                                        | \$12,660,200        | \$10,530,000          | \$23,190,200 |                                                                                                          |                                                                                                                                                                               |
| Grand Total                                      |                           |            | \$4,563,775                                                                | \$24,871,975        | \$33,907,550          | \$63,343,300 |                                                                                                          |                                                                                                                                                                               |
| Increment Revenue Forecast                       |                           |            | \$758,092                                                                  | \$9,648,649         | \$47,043,008          | \$57,449,749 |                                                                                                          |                                                                                                                                                                               |
| Funding Deficiency                               |                           |            | \$63,343,300 (Total Capital Cost) - \$57,449,749 (Total Increment Revenue) |                     |                       |              | \$5,893,551                                                                                              |                                                                                                                                                                               |

\* \$574,626 of LOST funds have already been set aside for Gulf Boulevard Streetscape Improvements

\*\* County TIF can be used for major/regional stormwater improvements, but not for neighborhood or local stormwater improvements



## **OPERATING AND MAINTENANCE COSTS**

With most of the capital projects that will be implemented, there will also be an element of ongoing operating and maintenance costs. Funding for operating and maintenance costs for capital projects is limited by State statutes and County policy, and for the most part City and County TIF funds cannot be used for ongoing operations and maintenance. It will be important for the CRA to closely coordinate with the City to ensure adequate funding is made available for ongoing operating and maintenance costs.

## **6.4 NON-CAPITAL PROGRAMS**

### **COMMUNITY BRANDING**

The Redevelopment Agency will develop and implement a new community branding concept to help create/reinforce a sense of place for visitors and community residents alike. The branding concepts may be developed in-house or by using a professional consultant. The concepts developed will be used in the development of the comprehensive signage and wayfinding program described in Section 6.2, Capital Projects.

### **BUSINESS ASSISTANCE**

The Redevelopment Agency may offer a variety of business assistance grants to help business owners with improvements and/or initiatives. These grants could include business façade grants that focus on improving the physical appearances of small neighborhood commercial businesses that serve the shopping and personal service needs of the immediate area. Other assistance programs may be developed to provide opportunities for existing/new business to expand their markets, which ultimately will create more activity within the CRA.

### **CRA ADMINISTRATION**

The City portion of the C-TIF generated within the CRA can potentially be used to pay for administrative and overhead expenses necessary or incidental to the implementation of the Plan. An Executive Director would facilitate and coordinate capital projects in the CRA and special events and promotions that attract residents and visitors to the Downtown shopping district and commercial/resort/beaches of Gulf Boulevard area. The Redevelopment Agency will need to determine if any part/full time positions should be funded to facilitate redevelopment.

### **Property Acquisition and Assembly**

In addition to property acquired in support of capital projects described in in Section 6.2, the Redevelopment Agency may wish to acquire property for the purposes of blight eradication and/or property assemblage for potential redevelopment projects.

### **PROFESSIONAL SERVICES**

The City engages several consulting companies to study specific needs for particular projects. These services would be within the CRA and would be listed as Professional Services for departmental budget purposes. Professional Services may include services related to the design or implementation of capital projects, parking studies, appraisals, business assistance programs, event management and placemaking, and property management services.

**Table 6-2: Proposed Non-Capital Programs and Initiatives**

| Project Type                        | Funding Sources | General Description                                                                                                                                                                                                |
|-------------------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Business Assistance Programs        | TIF (City Only) | Business Assistance programs could include a number of initiatives including, but not limited to, façade grant programs, marketing grants, low interest loan programs, employee training programs, etc.            |
| Professional Services               | TIF (City Only) | Planning/engineering/design of comprehensive signage/branding Downtown master streetscape program, neighborhood road reconstruction projects, library, parking facilities, park expansions/renovations, boardwalk. |
| Special Events, Marketing/Promotion | TIF (City Only) | Developing marketing and branding strategies, production of advertising and marketing materials, sponsoring special events and programs within the CRA.                                                            |
| Development Incentives              | TIF (City Only) | Potential incentives could include partial payment of fees by the Community Redevelopment Agency for desired quality development.                                                                                  |
| CRA Administration Costs            | TIF (City Only) | Consideration of funding future staffing and organizational needs.                                                                                                                                                 |

## OTHER FUNDING SOURCES

The following have been identified as possible funding sources to augment tax increment revenue generated by the Redevelopment Agency to implement the goals, policies, and objectives through the implementation of projects and programs identified within this Plan.

### Transportation Impact Fees

Transportation impact fees have been identified as a revenue source to fund the mid-block and side street pedestrian crosswalks. In addition, these funds may be used for upgrading roads, drainage, sidewalks, and curbs throughout the CRA and neighborhood areas. New development produces increased trip generation on existing roadways and, therefore, should bear a proportionate share of the cost of capital expenditures necessary to meet transportation needs of St. Pete Beach. This fee is based on the number of residential units and temporary lodging units; a business pays the impact fee based on its square footage. The City receives 50% of the impact fee paid by new construction and, historically, such funding is relatively low. However, such impact fee revenue would be expected to increase as redevelopment occurs within the CRA.

### Local Option Sales Tax

The Local Option Sales Tax, more commonly known as the “Penny for Pinellas,” is a 10-year revenue stream based on an additional penny (0.01) sales tax throughout Pinellas County. This revenue source was approved by the voters of Pinellas County in November 2006 for an additional 10 years, from 2010–2019. Several CRA capital improvement projects are proposed to be funded through the use of this revenue in conjunction with tax increment revenue and other funding sources.

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## CHAPTER 7: General Requirements



## 7.1 COMMUNITY REDEVELOPMENT TRUST FUND

The City intends to establish a Redevelopment Trust Fund (Trust Fund) in accordance with Chapter 163.387, F.S. Establishing the Redevelopment Trust Fund requires a separate action by the BOCC that occurs by ordinance at a public hearing. Approval of the Plan or subsequent approval to establish a Redevelopment Trust Fund by the Pinellas BOCC should not be construed as a commitment to contribute general fund revenues derived from County ad valorem taxes. The Trust Fund's dedicated funding source will be tax increment collected from both the County and City. As described in Chapter 5, tax increment calculated by setting a base year and measuring the increase in the dollar value of all real property within the CRA each year thereafter. Any increase to the taxable assessed value is appropriated by the Tax Collector for the Redevelopment Trust Fund. The Redevelopment Agency will use the Redevelopment Trust Fund to pay for capital improvements and programs within the CRA as described in this Plan.

### REDEVELOPMENT TRUST FUND EXPENDITURES

Expenditures paid by the City of St. Pete Beach portion of the tax increment program have been prioritized as described in the Plan based on importance to the Redevelopment Agency and the City of St. Pete Beach. Priority projects were established by looking at three areas: 1) projects that have no other available funding source, 2) capital projects, and 3) non-capital or operating expenses such as special events. Priority projects for the County portion of tax increment will be for public capital projects only. Tax increment expenditures are subject to established County policies and guidelines.

## 7.2 SAFEGUARDS, CONTROLS, RESTRICTIONS, OR COVENANTS

### AUTHORITY

This Plan is enacted pursuant to the requirements and authority granted to the City by BCC Resolution 06-191 and Chapter 163, Part III, F.S.

### APPLICABILITY

This Plan shall govern the implementation of capital projects and described herein. These projects and programs have been identified to eliminate conditions of blight as identified in the approved Finding of Necessity, as approved by City Resolution 2013-09.

### AMENDMENTS TO THE REDEVELOPMENT PLAN

This Plan may be amended by the procedure established in Section 163.361, F.S., with approval from the Redevelopment Agency and Pinellas County BOCC.

### COMMUNITY REDEVELOPMENT AGENCY

The St. Pete Beach City Commission has been established as the Community Redevelopment Agency as allowed through the delegation of authority approved by the Pinellas County BOCC pursuant to Resolution No. 06-191. Any powers granted the Redevelopment Agency under Florida law, but that may not be specifically stated in this Plan, will not be construed as forfeiture of such powers by the City Commission or the Redevelopment Agency. The City Commission expressly incorporates all provisions, powers, and limitations of the Community Redevelopment Act into this Plan, unless specifically not delegated to the City by the County. It is further understood that State law, as it is presently constituted or amended from time to time, will take precedence to the extent applicable over any portion of this Plan that may come in conflict with Florida law.

### 7.3 CONSISTENCY WITH THE CITY'S COMPREHENSIVE PLAN

Within the City of St. Pete Beach Comprehensive Plan Future Land Use and Housing Elements are goals, objectives, and policies that support community redevelopment specifically relating to affordable housing mitigation; resort, commercial, and mixed-use redevelopment; expansion and creation of neighborhood retail and services; implementation of a quality Livable Community Strategy consistent with the strategies being developed and adopted by the County and the MPO; and that are consistent with and in furtherance of the Green Mission Statement and Comprehensive Plan goals, objectives, and policies establishing a Coastal Green City Initiative for St. Pete Beach. Both planning strategies and lifestyle initiatives are major components to a successful program and plan for redevelopment in the SPB–CRA.

Goals, objectives, and policies supportive of the creation or Redevelopment Agency and subsequent implementation of the projects and programs identified within this Plan can be found in Appendix E.

### 7.4 CONCLUSION

This Plan provides a framework for rehabilitation and redevelopment of the CRA as an attractive, inviting, easily-accessible and economically-successful community that promotes a positive image and identity for St. Pete Beach. This Plan deliberately and reasonably addresses the blighted area conditions observed and Finding of Necessity determinations made, ratified, and confirmed by the City Commission. To realize the redevelopment vision of this Plan, community leaders, businesses, and residents are encouraged to support the redevelopment objectives and continue the commitment over time so the vision can be successfully implemented into reality.

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## **APPENDIX A:**

# **Finding of Necessity Resolution & Report**

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RESOLUTION NO. 2013- 07

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, RELATING TO COMMUNITY REDEVELOPMENT WITHIN THE ST. PETE BEACH COMMUNITY REDEVELOPMENT AREA; PROVIDING FOR FINDINGS; RATIFYING PREVIOUS ACTIONS OF THE CITY COMMISSION; ADOPTING FINDINGS OF NECESSITY FOR DESIGNATION OF THE COMMUNITY REDEVELOPMENT AREA PURSUANT TO SECTION 163.355, FLORIDA STATUTES, DESIGNATING THE CITY COMMISSION AS THE COMMUNITY REDEVELOPMENT AGENCY PURSUANT TO SECTION 163.357, FLORIDA STATUTES; APPROVING REVISED BOUNDARIES FOR THE COMMUNITY REDEVELOPMENT AREA AND A REVISED BLIGHT STUDY FOR THE COMMUNITY REDEVELOPMENT AREA, AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, on or about June 28, 2005, the City Commission of St. Pete Beach adopted Resolution No. 2005-14 , containing a legislative finding that conditions in the community redevelopment area met the criteria described in Section 163.340, Florida Statutes and designated the area as a Community Redevelopment Area, pursuant to Section 163.355, Florida Statutes; and

**WHEREAS**, as documented in Resolution No. 2005-14, the City Commission also found it necessary to create a community redevelopment agency to carry out community redevelopment contemplated by Part III, Chapter 163, Florida Statutes (the Redevelopment Act or the Act); and

**WHEREAS**, County staff review, in accordance with the slum and blighted criteria of Chapter 163, Part III, Florida Statutes, had found that a portion of the proposed Redevelopment District did not meet the slum and blighting criteria and that other deficiencies existed in the Blight Study of the City of St. Pete Beach Redevelopment Study Area, and therefore, requested the City to rectify the deficiencies; and

**WHEREAS**, by Resolution 06-191, adopted on October 6, 2006, (Exhibit "A," attached hereto) the Pinellas County Commission delegated certain redevelopment powers conferred upon Pinellas County by the Community Redevelopment Act of 1969, Chapter 163, Part III, Florida Statutes, to the City of St. Pete Beach City Commission; and

**WHEREAS**, the City found in Resolution 2005-14 and the County found in resolution 06-191 that it is in the best interest of the public to promote the rehabilitation, conservation, or redevelopment, or a combination thereof, of the "Redevelopment Area" designated by the City Commission, in Resolution 2005-14, as legally described in resolution 06-191 and as graphically depicted in said county resolution 06-191; and

**WHEREAS**, as required by county resolution 06-191, the City staff rectified certain deficiencies identified by county staff and amended the proposed District boundaries of the Blight Study in a satisfactory manner enabling the County staff to recommend the community redevelopment district delegation; and

**WHEREAS**, Pinellas County resolution No. 06-191 required the City Commission to approve revised Redevelopment District boundaries and the revised blight study dated April, 2006 for the St. Pete Beach Redevelopment Study Area and provides that the delegation of powers from the county to the city shall not take effect until those approvals take place; and

**WHEREAS**, through adoption of this Resolution, those revised Redevelopment District Boundaries and that revised blight study are approved by the City Commission; and

**WHEREAS**, former charter Section 3.16 required voter approval before a community redevelopment plan may be approved by the City Commission; and

**WHEREAS**, the voters of the City granted such voter approval with respect to adoption of a community redevelopment plan for the City; and

**WHEREAS**, former Charter Section 3.16 has been repealed and such voter approval is no longer required; and

**WHEREAS**, on or about July 13, 2010, the City Commission of St. Pete Beach, Florida, pursuant to Resolution No. 2010-21 declared that the City Commission shall sit ex-officio as the governing body of the Agency, pursuant to section 163.357, Florida Statutes; and

**WHEREAS**, notice of proposed adoption of this Resolution has been published and provided to each taxing authority within the geographic boundaries of the redevelopment area in accordance with Section 163.346, Florida Statutes, proof of which is attached hereto as Composite Exhibit C;

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA AS FOLLOWS:**



D. Community Redevelopment Area. Based upon facts presented to it and contained in the public record, the City Commission does hereby find the Area contains conditions of blight as defined in Section 163.340, Florida Statutes and that such area constitutes a community redevelopment area as defined in Section 163.340(10), Florida Statutes.

E. Community Redevelopment Agency. The City Commission does hereby expressly find that it is necessary, appropriate, proper and timely that a community redevelopment agency be created to carry out community development as contemplated by Part III, Chapter 163, Florida Statutes, to further, cause, promote and encourage rehabilitation, conservation and redevelopment within the Area.

## **SECTION 2. DESIGNATION OF AGENCY**

The adoption of Resolution No. 2010-21 designating the City Commission as the Community Redevelopment Agency is hereby ratified.

F. The City Commission of the City of St. Pete Beach is designated as the Community Redevelopment Agency pursuant to s.163.337, Fla. Statutes.

## **SECTION 3. ADOPTION OF REVISED BLIGHT STUDY.**

The Blight Study dated April 2006 for the City of St. Pete Beach Redevelopment Study Area is approved as required in Pinellas County Resolution 06-191. A copy of that study is attached hereto as Exhibit "B."

## **SECTION 4. AUTHORITY RETAINED BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY.**

The City of St. Pete Beach acknowledges that the Board of County Commissioners of Pinellas County as provided in Pinellas County resolution 06-191, attached as Exhibit "A", retains certain power as follows:

The sole power granted to the City Commission as the redevelopment agency is the power to prepare and grant final approval to community redevelopment plans and modification thereof pursuant to Section 163.360 through 163.365, Florida Statutes. The delegation of authority contained herein is subject to the Board of County Commissioners of Pinellas County retaining authority to review and approve the initial redevelopment plan and any amendments therefore, prior to its implementation and also prior to its presentation to the Pinellas Planning Council.

## SECTION 5. DECLARATIONS/SEVERABILITY

(A) The adoption of this Resolution shall be liberally construed to comply with the all requirements of Part III, Chapter 163, Florida Statutes.

(B) If any one or more of the provisions of this Resolution should for any reason whatsoever be held invalid, then such provision shall be null and void and shall be deemed separate from the remaining provisions of this Resolution.

(C) All prior resolutions of the City commission or the Agency inconsistent with the provisions of this Resolution are hereby modified, supplemented and amended to conform with the provisions herein contained.

**SECTION 6. PROOF OF NOTICE.** Proof of public notice of proposed adoption of this resolution pursuant to s. 166.041(3)(a), Florida Statutes, and proof of notice of this proposed action by mailing by registered mail of notice to each taxing authority which levies ad valorem taxes on taxable real property with the geographic boundaries at the redevelopment area as required by s.163.346, Florida Statute, is attached hereto as composite Exhibit "C."

**SECTION 7. EFFECTIVE DATE.** This Resolution shall take effect immediately upon its passage and adoption.

ADOPTED this 9th day of July, 2013.

**CITY COMMISSION OF ST. PETE BEACH,  
FLORIDA**



Steve McFarlin, Mayor

ATTEST:

  
Rebecca Haynes, City Clerk

# Exhibit A

## RESOLUTION NO. 06-191

A RESOLUTION DELEGATING CERTAIN AUTHORITY AND POWERS CONFERRED UPON PINELLAS COUNTY BY THE COMMUNITY REDEVELOPMENT ACT OF 1969, CHAPTER 163, PART III, TO THE CITY OF ST. PETE BEACH CITY COMMISSION FOR REDEVELOPMENT IN AN AREA IN THE CITY OF ST. PETE BEACH, FLORIDA WITHIN CERTAIN GEOGRAPHIC BOUNDARIES; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the Legislature of Florida has enacted the Community Redevelopment Act of 1969, as amended, and codified as Part III, Chapter 163, Florida Statutes (the "Redevelopment Act"); and

WHEREAS, all powers arising through the Redevelopment Act were conferred by that Act upon counties which have adopted home rule charters, which counties in turn are authorized to delegate such powers to municipalities within their boundaries when such municipalities desire to undertake redevelopment within their respective municipal boundaries; and

WHEREAS, such authorization for counties with home rule charters to delegate such powers to municipalities is contained in Section 163.410, Florida Statutes (2003), which states:

*"Section 163.410. Exercise of Powers in Counties with Home Rule Charters. In any county which has adopted a home rule charter, the powers conferred by this part shall be exercised exclusively by the governing body of such county. However, the governing body of any such county which has adopted a home rule charter may, in its discretion, by resolution delegate the exercise of the powers conferred upon the county by this part within the boundaries of the municipality to the governing body of such a municipality. Such a delegation to a municipality shall confer only such powers upon a municipality as shall be specifically enumerated in the delegating resolution. Any power not specifically delegated shall be reserved exclusively to the governing body of the County..."*; and

WHEREAS, Pinellas County, Florida (the "County") and the City of St. Pete Beach, Florida (the "City") mutually desire to increase the ad valorem tax base of the County and City; and

WHEREAS, the County finds that delegation of redevelopment powers and authority to the City under the Redevelopment Act is an appropriate vehicle to accomplish redevelopment within certain geographic boundaries in the City; and

WHEREAS, the City has identified an area suitable for redevelopment under the Redevelopment Act; and

WHEREAS, the City Commission of the City of St. Pete Beach, Florida, by its Resolution No. 2005-14, dated June 28, 2005, a copy of which has been submitted to the Clerk of this Board and made a part of the Public Record of Pinellas County, Florida, has adopted a map of the Community Redevelopment Area located within certain geographic boundaries in the City and has determined that the area of the City described in said Resolution is a blighted area (the "Redevelopment Area"); and

WHEREAS, the City found and the County hereby finds that it is in the best interest of the public to promote the rehabilitation, conservation, or redevelopment, or a combination thereof, of the "Redevelopment Area" adopted by the City Commission, in Resolution 2005-14 and as legally described below, and as graphically depicted in Exhibit "A", attached hereto; and

WHEREAS, by letter from the St. Pete Beach Mayor, dated June 9, 2005, the City has requested that the Pinellas County Board of County Commissioners delegate to the St. Pete Beach City Commission appropriate redevelopment authority and powers for carrying out activities pursuant to the Redevelopment Act; and

WHEREAS, County staff review, in accordance with the slum and blighting criteria of Chapter 163, Part III, Florida Statutes, had found that a portion of the proposed Redevelopment District did not meet the slum and blighting criteria and that other deficiencies existed in the Blight Study of the City of St. Pete Beach Redevelopment Study Area, and therefore, requested the City to rectify the deficiencies; and

WHEREAS, the City staff rectified the deficiencies and amended the proposed District boundaries of the Blight Study in a satisfactory manner enabling the County staff to recommend the community redevelopment district delegation; and

WHEREAS, the County anticipates that the City Commission of the City of St. Pete Beach will formally ratify said revised District boundaries and blight study.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA:

SECTION I. With respect to the Community Redevelopment District, defined below, the City of St. Pete Beach is hereby delegated certain powers enumerated in the Community Redevelopment Act of 1969, Chapter 163, Part III, Florida Statutes, as amended, as follows:

A. As generally depicted in Exhibit "A", the St. Pete Beach Community Redevelopment District is defined as:

LEGAL DESCRIPTION FOR  
ST. PETE BEACH COMMUNITY REDEVELOPMENT DISTRICT

Beginning at a point on the seawall along Blind Pass Channel and the Northwestern corner of Lot 1, Block 71, St. Petersburg Beach Replat and the vacated street on the west; thence running Eastwardly 140 feet to the Northeast corner of Lot 1, Block 71, St. Petersburg Beach Replat; thence running Northwest 161.43 feet to a point on the Northwestern corner of Lot 5, Block 71, St. Petersburg Beach Replat; thence running in a Northeast direction along the Northern boundary of Block 71, St. Petersburg Beach Replat 300 feet to the Western right-of-way of Coquina Way; thence running along the Western right-of-way of Coquina Way 80 feet to the Northern right-of-way of 76<sup>th</sup> Avenue; thence running in a Northeast direction along the Northern boundary of 76<sup>th</sup> Avenue 360 feet to the Southwest corner of Lot 16, Block 73, St. Petersburg Beach Replat; thence running Northwest along the Western boundary of Lot 16, Block 73, St. Petersburg Beach Replat and continuing Northwest along the Western boundary of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat 107.5 feet to the Northwest corner of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat; thence running Northeast along the Northern boundary of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat and continuing Northeast along the Northern boundaries of Lot 2 and Lots 6, 7, 10, and 11, Block 74, St. Petersburg Beach Replat, 450.3 feet to a point on the Northeast corner of Lot 11, Block 74, St. Petersburg Beach Replat; thence running in a Northwest direction along the Western boundary of Lots 14 and 13, Block 74, St. Petersburg Beach Replat, 107.5 feet to the intersection of the Southern right-of-way of 77<sup>th</sup> Avenue; thence running Northeast along the Northern boundary of Lot 13, Block 74, St. Petersburg Beach Replat, 200 feet to the Eastern right-of-way of Blind Pass Road; thence running Northwest across 77<sup>th</sup> Avenue and along the Western boundary of Lot 1, Block B 25, St. Petersburg Beach Replat, 202.5 feet to the Northwest corner of Lot 1, Block B 25, St. Petersburg Beach Replat; thence continue Northwest across a 15-foot alley to the Southwest corner of Lot 18, Block B 25, St. Petersburg Beach Replat; thence running Northwest along the Northern boundary of a 15-foot alley across Boca Ciega Drive and continuing along the Northern boundary of the City of St. Pete Beach Municipal Complex 143.3 feet to the seawall along Boca Ciega Bay; thence running 1,768.08 feet Southwest and Southeast to a point at the Northeast corner of Lot 17, Block A, Bayside 2<sup>nd</sup> Addition to St. Pete Beach; thence running Northwest along the Northern boundary of said Lot 17 191.2 feet; thence running Northwest across the 60-foot right-of-way of Bay Street to the Northeast corner of Lot 5, Block D, Bayside 2<sup>nd</sup> Addition to St. Pete Beach; thence running Southwest along the alley between Block D and Block 52, St. Petersburg Beach Replat, 300 feet to a point on the Eastern right-of-way of Mangrove Avenue; thence running Southeast along said right-of-way 160 feet to a point on the Southern right-of-way of 73<sup>rd</sup> Avenue; thence running West along the Southern right-of-way of 73<sup>rd</sup> Avenue 1,220 feet to the Northeast corner of Lot 5, Block 47, St. Petersburg Beach Replat; thence running Southeast 382.5 feet to the Northeast corner of Lot 6, Block 42, St. Petersburg Beach Replat; thence running Southwest along Northwest boundary of said Lot 6, 63 feet to a point on the Northwest corner of said Lot 6; thence running Southeast



along the boundary of Lot 6, 167.6 feet to a point on the Southerly right-of-way line of 71<sup>st</sup> Avenue; thence running Northeasterly to the Northeast corner of Lot 5, Block 26, St. Petersburg Beach Replat; thence running generally Southeast along the Eastern boundaries of Lot 5 and Lot 6, Block 26, St. Petersburg Beach Replat, to a point on the Northern right-of-way of 70<sup>th</sup> Avenue; thence Southwesterly along the South boundary of Lot 6, Block 26, St. Petersburg Beach Replat, 65 feet to the Southwest corner of said Lot 6; thence running across 70<sup>th</sup> Avenue 60 feet to a point on the Northwest corner of Lot 3, Block 25, St. Petersburg Beach Replat; thence running Northeasterly along the North boundary of Lots 3, 4 and 5, Block 25, St. Petersburg Beach Replat, 293 feet to a point on the Easterly right-of-way of Blind Pass Road and the Northwest corner of Lot 18, Block 2, Gulfwinds Subdivision; thence running Southward along said Easterly right-of-way of Blind Pass Road 539.6 feet to the Northwest corner of Lot 11, Block 2, Gulfwinds Subdivision; thence Southeasterly along the Northern boundary of said Lot 11, 122.4 feet to the Northeast corner of said Lot 11; thence following the Eastern boundary of Lots 11, 10 and 9, Block 2, Gulfwinds Subdivision, across 67<sup>th</sup> Avenue and continuing Southeasterly along the Eastern boundaries of Lots 16, 15, 14, 13, 12, 11, 10 and 9, Block 5, Gulfwinds Subdivision 995.2 feet to a point on the Southeast corner of said Lot 9 and the Northern right-of-way of 64<sup>th</sup> Avenue; thence Northeasterly along the Northern right-of-way of 64<sup>th</sup> Avenue to a point on the Eastern right-of-way of Gulf Winds Drive; thence Southward along the Eastern right-of-way of Gulf Winds Drive 1,188.61 feet to the Eastern right-of-way of Gulf Boulevard; thence running along the Eastern right-of-way of Gulf Boulevard to a point on the North right-of-way line of 37<sup>th</sup> Avenue; thence Westward to the Westerly right-of-way of Gulf Boulevard; thence Northwesterly along said Westerly right-of-way of Gulf Boulevard to a point on the Northerly corner of the Pinellas County Park; thence Southwesterly on the North boundary of the Pinellas County Park to the Mean High Water Line in the Gulf of Mexico; thence Northward following the Mean High Water Line of the Gulf of Mexico 4,665.93 feet MOL to the Southern boundary of Silver Sands Beach & Racquet Club One Condo Building A and with a Pinellas County property identification number of 01/32/15/82015/001/0001; thence Northeasterly along the Southern boundary of Silver Sands Beach & Racquet Club One Condo Building A, 680 feet to the Southeast corner of Silver Sands Beach & Racquet Club One Condo Building A; thence Northward along the East boundary of Silver Sands Beach & Racquet Club One Condo Building A and across 64<sup>th</sup> Avenue, 212.57 to the Northern right-of-way of 64<sup>th</sup> Avenue; thence Easterly along the Northerly right-of-way of 64<sup>th</sup> Avenue 210 feet; thence Northwesterly along the Eastern boundary of the Common Area of Silver Sands Beach & Racquet Club Two Condo Building, 460 feet; thence continue Northwesterly across 66<sup>th</sup> Avenue; thence continue Northwesterly along the East boundaries of The Seafarer Condo and Pacesetter Three Condo 200 feet to the South right-of-way of 67<sup>th</sup> Avenue; thence continue Northwesterly across the 67<sup>th</sup> Avenue right-of-way and along the Eastern boundaries Carol Apartments Condo and Lot 30, Block 4, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet to the South right-of-way of 68<sup>th</sup> Avenue; thence continue across the 68<sup>th</sup> Avenue right-of-way and along the Eastern boundaries of Lots 11 and 30, Block 3, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet to the South right-of-way of 69<sup>th</sup> Avenue; thence continue Northwesterly across the 69<sup>th</sup> Avenue right-of-way and along the Eastern boundaries of Lots 11 and 30, Block 2, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet; thence continue Northwesterly across 70<sup>th</sup> Avenue and along

the Eastern boundaries of Lot 11, Block 1, St. Petersburg Beach 1<sup>st</sup> Addition, and Baltic Apartments Condo 203 feet to the South right-of-way of 71<sup>st</sup> Avenue; thence continue Northwesterly across 71<sup>st</sup> Avenue and the Eastern boundaries Lot 11 and 12, Block 43, St. Petersburg Beach Replat, 115 feet to the South right-of-way 72<sup>nd</sup> Avenue; thence continue Northwesterly across 72<sup>nd</sup> Avenue and the Eastern boundaries of Lot 11 and 12, Block 46, St. Petersburg Beach Replat, to the South right-of-way of 73<sup>rd</sup> Avenue; thence Southwesterly along said right-of-way 911.5 feet to the seawall on Blind Pass Channel; thence Northwesterly along the seawall 719.7 feet to the point of beginning, together with all street and alley right-of-way contained in the described area, and the entire right-of-way of Gulf Winds Drive between the South right-of-way line of 73<sup>rd</sup> Avenue to the North right-of-way line of 64<sup>th</sup> Avenue, and the entire right-of-way of Blind Pass Road between the South right-of-way line of 73<sup>rd</sup> Avenue and the South right-of-way line of 70<sup>th</sup> Avenue.

B. The power, pursuant to Section 163.355 Florida Statutes, to make findings that:

1. One or more slum or blighted areas, or one or more areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, exist in the City.
2. The rehabilitation, conservation, or redevelopment or a combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals, or welfare of the residents of the City.

C. The power to declare itself a redevelopment agency pursuant to Section 163.356, Florida Statutes. The City of St. Pete Beach shall not delegate any powers to a Community Redevelopment Agency. By way of explanation, the foregoing sentence means that the powers and authority to conduct redevelopment activities delegated by this Resolution shall be exercised solely by the elected officials constituting the City Commission of the City of St. Pete Beach, acting in their capacity as the City Commission or as members of the Community Redevelopment Agency and that no separate redevelopment agency apart from the one consisting of the City Commission shall be delegated any powers by the City.

D. The sole power granted to the City Commission as the redevelopment agency is the power to prepare and grant final approval to community redevelopment plans and modification thereof pursuant to Section 163.360 through 163.365, Florida Statutes. The delegation of authority contained herein is subject to the Board of County Commissioners of Pinellas County retaining authority to review and approve the initial redevelopment plan and any amendments thereto, prior to its implementation and also prior to its presentation to the Pinellas Planning Council.

SECTION II: The delegation of powers enumerated in Section I to the City is conditioned upon and shall not take effect until the City Commission of the City of St. Pete Beach approves the revised Redevelopment District boundaries and the revised Blight Study, dated April 2006, of the City of St. Pete Beach Redevelopment Study Area.

This Resolution shall become effective after its adoption.

Commissioner Stewart offered the foregoing Resolution and moved its adoption, which was seconded by Commissioner Duncan and upon roll call the vote was:

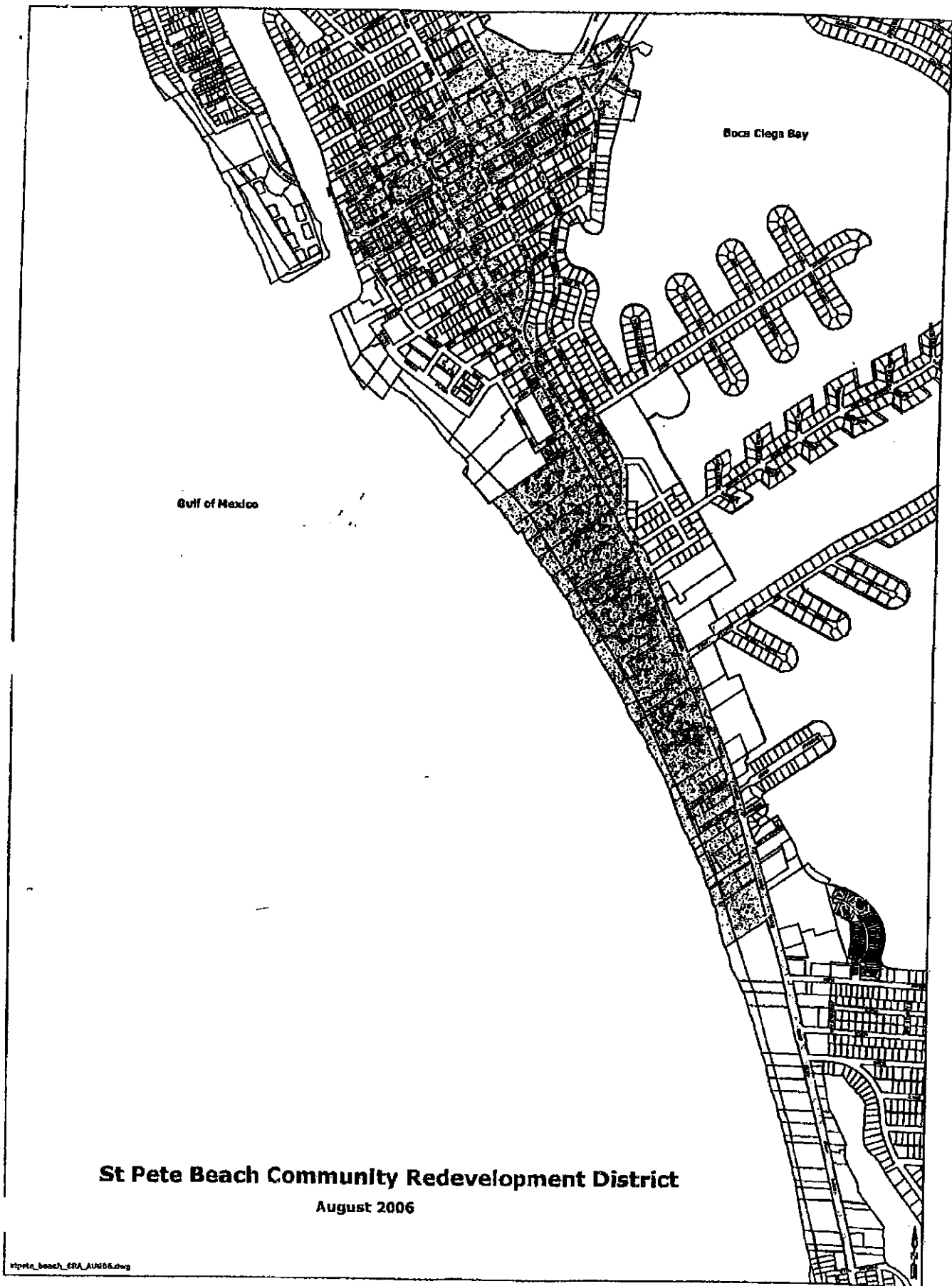
AYES: Welch, Duncan, Stewart, and Harris.

NAYS: Seal and Morroni.

ABSENT AND NOT VOTING: Latvala.

REPORT OF THE GOVERNOR  
CONSULTA TITULO DE GOBIERNO

72



**St Pete Beach Community Redevelopment District**

August 2006

stpete\_beach\_CRA\_AUG06.dwg

D. Duncan ✓

No. 48  
BCC 10-10-06  
9:32 A.M. Fickley/Penhale/SMITKE

- #48 Resolution No, 06-191 adopted delegating certain authority and powers, pursuant to the Community Redevelopment Act, to the City of St. Pete Beach to establish a Community Redevelopment Area (CRA) (Planning).

Commissioner Morroni moved that the matter be temporarily deferred, and Commissioner Seel seconded.

At the request of Chairman Welch, Planning Director Brian K. Smith displayed a map of the proposed CRA and indicated that the County must delegate authority to the City to develop a redevelopment plan for the area; that an original proposal had included the Dolphin Village commercial area, with which County staff did not concur; and that the revised area does not include Dolphin Village.

Commissioner Morroni related that he had contacted the City and suggested a deferral to allow the City time to communicate with the community; and that City Manager Mike Bonfield had indicated no objection. Discussion ensued, wherein Mr. Spratt explained that statute requires a finding by the County that blighted conditions exist to warrant creation of the plan; that staff has determined that such conditions do exist; and that the issue before the Board is not adoption of a specific plan or strategies, but delegation of authority to establish a plan.

Following further discussion with input by Mr. Smith and Attorney Churuti and upon call for the vote, the motion failed 4 to 2, with Commissioners Welch, Duncan, Stewart, and Harris dissenting; whereupon, Commissioner Stewart moved that Resolution No. 06-191 be adopted as recommended by staff.

|        |   |                                                   |
|--------|---|---------------------------------------------------|
| Motion | - | Commissioner Stewart                              |
| Second | - | Commissioner Duncan                               |
| Vote   | - | 4 - 2 (Commissioners Morroni and Seel dissenting) |

Referring to concerns regarding sewer problems in the proposed CRA, Commissioner Seel pointed out that tax increment financing (TIF) funding has not been used for sewer repairs in CRAs.



# Exhibit B

**April 2006**



**City of St. Pete Beach  
Redevelopment Study Area**

***Blight Study***

**Real Estate RESEARCH**  
CONSULTANTS

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## 1. Overview and Purpose

The purpose of this analysis is to provide data that documents potentially blighting conditions, as defined in Section 163, Part III, Florida Statutes (F.S.) (the "Redevelopment Act") within the City of St. Pete Beach study area in Pinellas County, Florida.

### 1.1. Introduction

The analysis focuses on the land-based resources of the study area and its ability to generate economic return and local tax revenues. As a general matter, resources that are in a state of decline, approaching obsolescence, underutilized, or improperly deployed, limit the ability of a local jurisdiction to remain competitive in a larger economic context, ultimately affecting its financial condition and its level of services. Local governments that are highly dependent upon ad valorem revenues are the most vulnerable in these situations. Real property assets that are physically or functionally deteriorated or that do not meet contemporary or competitive development requirements are constrained in their ability to generate these kinds of taxes. As such, their physical character and utility, along with the services required to sustain them, are key factors in determining the economic health of the community.

As a way of documenting the condition of the study area, this analysis relies on government statistics and other data including: Pinellas County tax roll data, City prepared maps, and Interpretations of City and staff supplied data which all supplement obvious observable conditions. While County tax roll data is assumed to be reliable, we cannot fully opine on its accuracy. Because the purpose and official application of the data, we believe that any errors that may exist are relatively inconsequential.

### 1.2. Objectives and Purposes of the Redevelopment Act

The purpose of the Redevelopment Act is to assist local governments in preventing and/or eliminating blighted conditions detrimental to the sustainability of economically and socially vibrant communities or areas. The following paragraphs describe those blighting conditions, their specific effects, and the intentions of the community redevelopment regime as a tool for implementing policy and programs.

- *Section 163.335(1), F.S. ...[blighted areas] constitute a serious and growing menace, injurious to the public health, safety, morals, and welfare of the residents of the state; that the existence of such areas contributes substantially and increasingly to the spread of disease and crime, constitutes an economic and social liability imposing onerous burdens which decrease the tax base and reduce tax revenues, substantially impairs or arrests sound growth, retards the provision of housing accommodations, aggravates traffic problems, and substantially hampers the elimination of traffic hazards and the improvement of traffic facilities; and that the prevention and elimination of slums and blight is a matter of state policy and state concern in order that the state and its counties and municipalities shall not continue to be endangered by areas which are focal centers of disease, promote juvenile delinquency, and consume an excessive proportion of its revenues because of the extra services required for police, fire, accident, hospitalization, and other forms of public protection, services, and facilities.*

- *Section 163.335(2), F.S. ...certain slum or blighted areas, or portions thereof, may require acquisition, clearance, and disposition subject to use restrictions, as provided in this part, since the prevailing condition of decay may make impracticable the reclamation of the area by conservation or rehabilitation; that other areas or portions thereof may, through the means provided in this part, be susceptible of conservation or rehabilitation in such a manner that the conditions and evils enumerated may be eliminated, remedied, or prevented; and that salvageable slum and blighted areas can be conserved and rehabilitated through appropriate public action as herein authorized and the cooperation and voluntary action of the owners and tenants of the property in such areas.*
- *Section 163.335(3), F.S. ...powers conferred by this part are for public uses and purposes which public money may be expended and the power of eminent domain and police power exercised, and the necessity in the public interest for the provisions herein enacted is hereby declared as a matter of legislative determination.*
- *Section 163.335(5), F.S. ...the preservation or enhancement of the tax base from which a taxing authority realizes tax revenues is essential to its existence and financial health; that the preservation and enhancement of such tax base is implicit in the purposes for which a taxing authority is established; that tax increment financing is an effective method of achieving such preservation and enhancement in areas in which such tax base is declining; that community redevelopment in such areas, when complete, will enhance such tax base and provide increased tax revenues to all affected taxing authorities, increasing their ability to accomplish their other respective purposes; and that the preservation and enhancement of the tax base in such areas through tax increment financing and the levying of taxes by such taxing authorities therefor and the appropriation of funds to a redevelopment trust fund bears a substantial relation to the purposes of such taxing authorities and is for their respective purposes and concerns.*
- *Section 163.335(6,) F.S. ...there exists in counties and municipalities of the state a severe shortage of housing affordable to residents of low or moderate income, including the elderly; that the existence of such condition affects the health, safety, and welfare of the residents of such counties and municipalities and retards their growth and economic and social development; and that the elimination or improvement of such conditions is a proper matter of state policy and state concern is for a valid and desirable purpose.*

Under the Redevelopment Act, if an area is thought to be blighted, a resolution may be adopted by the local governing body finding that there are blighted conditions within the defined study area, and that the repair, rehabilitation, and/or redevelopment of such areas is in the interest of public health, safety, and welfare. If an area is found to have blighted conditions, the next step is to establish a Community Redevelopment Agency (CRA). The CRA, as the legal unit acting for Pinellas County and the City of St. Pete Beach, would direct

the preparation of the Community Redevelopment Plan for that area described in the "Finding of Necessity Resolution". The Community Redevelopment Plan must provide physical information on the redevelopment area and identify potential project types that can diminish or eradicate the specified blighted conditions.

Under the Redevelopment Act, a Community Redevelopment Plan is subjected to a compliance review conducted by the local planning agency (LPA) before the City of St. Pete Beach can submit the report to the County Commission for approval. The LPA has up to 60 days to review the redevelopment plan as to its conformity with the County and City's comprehensive plans and provide comments to the CRA. After receiving recommendations from the LPA, the local governing body shall hold a public hearing on the approval of a Community Redevelopment Plan after public notice in a newspaper having a general circulation in the area of operation of the Community Redevelopment Area.

The next step under the Redevelopment Act is the creation of a redevelopment trust fund, established by ordinance and adopted by the City Council and then the County Commission, the governing body that created the CRA. The most recent certified real property tax roll prior to the effective date of the ordinance will be used to establish the tax base (the "Base Year") within the redevelopment area in order to calculate the tax increment. In the present case, the assumed timetable to move forward suggests that the calculation of the tax increment will rely upon the 2004 certified rolls.

After putting in place the redevelopment architecture described above, the CRA will become funded upon the availability of tax increment revenues. Tax increment revenues become available as the result of increased property assessments associated with new development and redevelopment within the redevelopment area beyond those of the Base Year. Funds allocated to and deposited into the trust account are used by the CRA to fund, finance, or refinance any community redevelopment it undertakes pursuant to the approved Community Redevelopment Plan.

Before the governing body can adopt any resolution or enact any ordinance to create a Community Redevelopment Agency, approve a Community Redevelopment Plan, or establish a redevelopment trust fund, the governing body must provide public notice of proposed actions to each taxing authority which has the power to levy ad valorem taxes within the redevelopment area boundaries. Such notice alerts taxing authorities to any possible changes in their budgets as a result of a redevelopment action.

As a policy matter, it is assumed that the following entities with ties to the activities of the local governing body will receive notice of any actions stemming from either this analysis or subsequent initiatives should they be authorized under the terms of the Redevelopment Act.

Pinellas County Government  
315 Court Street  
Clearwater, Florida 33756

Pinellas County Public Schools  
301 4th Street S.W.  
Largo, Florida 33770



**Southwest Florida Water Management District  
7601 U.S. Highway 301  
Tampa, Florida 33637-6759**

**Pinellas-Anclote River Basin Board  
Southwest Florida Water Management District  
7601 U.S. Highway 301  
Tampa, Florida 33637-6759**

**Pinellas County EMS  
12490 Ulmerton Road  
Largo, Florida 34644**

**Pinellas County Health Department  
205 Dr. M.L. King Street North  
St. Petersburg, Florida 33701**

**Pinellas County Mosquito Control  
Pinellas County Public Works Department  
4100 118<sup>th</sup> Avenue North  
Clearwater, Florida 33762**

**Pinellas Planning Council  
600 Cleveland Street, Suite 850  
Clearwater, Florida 33755-4160**

**Juvenile Welfare Board of Pinellas County  
6698 68th Avenue North, Suite A  
Pinellas Park, Florida 33781-5060**

**City of St. Pete Beach  
155 Corey Avenue  
St. Pete Beach, Florida 33708**

In the case of the study area, the City assumes that the City and the County will be the only taxing authorities with direct financial interest in the implementation of a formalized redevelopment process. Other entities, including at least those listed above, that also may exercise certain jurisdiction or control within the same legal boundaries defined for this study will not experience any diminution in their ad valorem revenues stemming from a resolution that defines or finds blight as described herein. These entities are, in fact, likely to experience an increase in their revenues over time as the result of such action.

### **1.3. Declarations and Process**

Determining if blight conditions exist within the study area is an initial step in ascertaining the appropriateness of an area as a Community Redevelopment Area. This analysis documenting the extent of blight conditions and analysis in support of that documentation is referred to herein as the "Report".

This Report describes the physical, economic, and regulatory conditions within the study area that are associated with blight or its causes and discusses the need for a Community Redevelopment Area. RERC staff, working with City of St. Pete Beach staff and other consultants, analyzed government statistics, inspected the study area, and prepared this Report and the analysis contained within.

#### **1.4. Integrity of the Study Area**

The analysis in this Report is confined to a specific geographic area within the City of St. Pete Beach generally shown in Map 1.0. These properties, generated from the 2004 tax rolls, are identified in Appendix A for informational purposes. The list is intended to be consistent with the area shown in Map 1.0, but this list should not be construed as the official and final area. A legal description of the area is as follows, beginning at a point on the seawall along Blind Pass Channel and the Northwestern corner of Lot 1, Block 71, St. Petersburg Beach Replat and the vacated street on the west; thence running Eastwardly 140 feet to the Northeast corner of Lot 1, Block 71, St. Petersburg Beach Replat; thence running Northwest 161.43 feet to a point on the Northwestern corner of Lot 5, Block 71, St. Petersburg Beach Replat; thence running in a Northeastly direction along the Northernly boundary of Block 71, St. Petersburg Replat 300 feet to the Westerly right-of-way of Coquina Way; thence running along the Westerly right-of-way of Coquina Way 80 feet to the Northernly right-of-way of 76<sup>th</sup> Avenue; thence running in a Northeastly direction along the Northern boundary of 76<sup>th</sup> Avenue 360 feet to the Southwestern corner of Lot 16, Block 73, St. Petersburg Beach Replat; thence running Northwestly along the Westerly boundary of Lot 16, Block 73, St. Petersburg Beach Replat and continuing Northwestly along the Westerly boundary of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat 107.5 feet to the Northwest corner of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat; thence running Northeastly along the Northern boundary of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat and continuing Northeastly along the Northernly boundaries of Lot 2 and Lots 6, 7, 10, and 11, Block 74, St. Petersburg Beach Replat, 450.3 feet to a point on the Northeastly corner of Lot 11, Block 74, St. Petersburg Beach Replat; thence running in a Northwestly direction along the Westerly boundary of Lots 14 and 13, Block 74, St. Petersburg Beach Replat, 107.5 feet to the intersection of the Southerly right-of-way of 77<sup>th</sup> Avenue; thence running Northeastly along the Northern boundary of Lot 13, Block 74, St. Petersburg Beach Replat, 200 feet to the Eastern right-of-way of Blind Pass Road; thence running Northwestly across 77<sup>th</sup> Avenue and along the Westerly boundary of Lot 1, Block B 25, St. Petersburg Beach Replat, 202.5 feet to the Northwestern corner of Lot 1, Block B 25, St. Petersburg Beach Replat; thence continue Northwestly across a 15-foot alley to the Southwest corner of Lot 16, Block B 25, St. Petersburg Beach Replat; thence running Northwestly along the Northern boundary of a 15-foot alley across Boca Ciega Drive and continuing along the Northern boundary of the City of St. Pete Beach Municipal Complex 143.3 feet to the seawall along Boca Ciega Bay; thence running 1,768.08 feet Southwestly and Southeastly to a point at the Northeastly corner of Lot 17, Block A, Bayside 2<sup>nd</sup> Addition to St. Pete Beach; thence running Northwestly along the Northern boundary of said Lot 17 191.2 feet; thence running Northwestly across the 60-foot right-of-way of Bay Street to the Northeast corner of Lot 5, Block D, Bayside 2<sup>nd</sup> Addition to St. Pete Beach; thence running Southwestly along the alley between Block D and Block 52, St. Petersburg Beach Replat, 300 feet to a point on the Easterly right-of-way of Mangrove Avenue; thence running Southeastly along said right-of-way 160 feet to a point on the Southerly right-of-way of 73<sup>rd</sup> Avenue; thence running Westerly along the Southerly right-of-way of 73<sup>rd</sup> Avenue 1,220 feet to the Northeast corner of Lot 5, Block 47, St. Petersburg

Beach Replat; thence running Southeasterly 382.5 feet to the Northeast corner of Lot 6, Block 42, St. Petersburg Beach Replat; thence running Southwesterly along Northwesterly boundary of said Lot 6, 63 feet to a point on the Northwesterly corner of said Lot 6; thence running Southeasterly along the boundary of Lot 6, 167.6 feet to a point on the Southerly right-of-way line of 71<sup>st</sup> Avenue; thence running Northeasterly to the Northeast corner of Lot 5, Block 26, St. Petersburg Beach Replat; thence running generally Southeast along the Eastern boundaries of Lot 5 and Lot 6, Block 26, St. Petersburg Beach Replat, to a point on the Northern right-of-way of 70<sup>th</sup> Avenue; thence Southwesterly along the South boundary of Lot 6, Block 26, St. Petersburg Beach Replat, 65 feet to the Southwest corner of said Lot 6; thence running across 70<sup>th</sup> Avenue 80 feet to a point on the Northwest corner of Lot 3, Block 25, St. Petersburg Beach Replat; thence running Northeasterly along the North boundary of Lots 3, 4 and 5, Block 25, St. Petersburg Beach Replat, 293 feet to a point on the Easterly right-of-way of Blind Pass Road and the Northwest corner of Lot 18, Block 2, Gulfwinds Subdivision; thence running Southward along said Easterly right-of-way of Blind Pass Road 539.6 feet to the Northwest corner of Lot 11, Block 2, Gulfwinds Subdivision; thence Southeasterly along the Northern boundary of said Lot 11, 122.4 feet to the Northeast corner of said Lot 11; thence following the Eastern boundary of Lots 11, 10 and 9, Block 2, Gulfwinds Subdivision, across 67<sup>th</sup> Avenue and continuing Southeasterly along the Eastern boundaries of Lots 16, 15, 14, 13, 12, 11, 10 and 9, Block 5, Gulfwinds Subdivision 995.2 feet to a point on the Southeast corner of said Lot 9 and the Northern right-of-way of 64<sup>th</sup> Avenue; thence Northeasterly along the Northern right-of-way of 64<sup>th</sup> Avenue to a point on the Eastern right-of-way of Gulf Winds Drive; thence Southward along the Eastern right-of-way of Gulf Winds Drive 1,188.61 feet to the Eastern right-of-way of Gulf Boulevard; thence running along the Eastern right-of-way of Gulf Boulevard 3,849.68 feet to the Northwest corner of a metes and bounds tract 33/05, being a part of Dolphin Village Shopping Center and with a Pinellas County property identification number of 06/32/16/00000/330/0500; thence running Northeasterly along the Northern boundary of said tract 429.31 feet to a point on the seawall on Boca Ciega Bay; thence Southeasterly along the seawall 279.46 feet to a point on the Northerly corner of Mirabella Townhomes Subdivision; thence running Southeasterly along the Western boundary of Mirabella Townhomes Subdivision 1,255.4 feet to the Southwest corner of Mirabella Townhomes Subdivision; thence running Westward along the South boundary of Dolphin Village Shopping Center 163.89 feet; thence running Southward 20 feet; thence Westward along the South boundary of Dolphin Village Shopping Center 200 feet to the Northwest corner of Lido Gardens Apartments; thence Southward along the Western boundary of Lido Gardens Apartments and continuing South 305 feet to the Southwest corner of Lot 3, Palm Gardens Subdivision; thence West 159.09 feet to the Easterly right-of-way of Gulf Boulevard; thence Southeasterly along said right-of-way of Gulf Boulevard to a point on the North right-of-way line of 37<sup>th</sup> Avenue; thence Westward to the Westerly right-of-way of Gulf Boulevard; thence Northwesterly along said Westerly right-of-way of Gulf Boulevard to a point on the Northerly corner of the Pinellas County Park; thence Southwesterly on the North boundary of the Pinellas County Park to the Mean High Water Line in the Gulf of Mexico; thence Northward following the Mean High Water Line of the Gulf of Mexico 4,665.93 feet MOL to the Southern boundary of Silver Sands Beach & Racquet Club One Condo Building A and with a Pinellas County property identification number of 01/32/15/82015/001/0001; thence Northeasterly along the Southern boundary of Silver Sands Beach & Racquet Club One Condo Building A, 680 feet to the Southeast corner of Silver Sands Beach & Racquet Club One Condo Building A; thence Northward along the East boundary of Silver Sands Beach & Racquet Club One Condo Building A and across 64<sup>th</sup> Avenue, 212.57 to the Northern right-of-way of 64<sup>th</sup> Avenue; thence Easterly along the Northerly right-of-way of 64<sup>th</sup> Avenue 210 feet; thence

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Northwesterly along the Eastern boundary of the Common Area of Silver Sands Beach & Racquet Club Two Condo Building, 460 feet; thence continue Northwesterly across 66<sup>th</sup> Avenue; thence continue Northwesterly along the East boundaries of The Seafarer Condo and Pacesetter Three Condo 200 feet to the South right-of-way of 67<sup>th</sup> Avenue; thence continue Northwesterly across the 67<sup>th</sup> Avenue right-of-way and along the Eastern boundaries Carol Apartments Condo and Lot 30, Block 4, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet to the South right-of-way of 68<sup>th</sup> Avenue; thence continue across the 68<sup>th</sup> Avenue right-of-way and along the Eastern boundaries of Lots 11 and 30, Block 3, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet to the South right-of-way of 69<sup>th</sup> Avenue; thence continue Northwesterly across the 69<sup>th</sup> Avenue right-of-way and along the Eastern boundaries of Lots 11 and 30, Block 2, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet; thence continue Northwesterly across 70<sup>th</sup> Avenue and along the Eastern boundaries of Lot 11, Block 1, St. Petersburg Beach 1<sup>st</sup> Addition, and Baltic Apartments Condo 203 feet to the South right-of-way of 71<sup>st</sup> Avenue; thence continue Northwesterly across 71<sup>st</sup> Avenue and the Eastern boundaries Lot 11 and 12, Block 43, St. Petersburg Beach Replat, 115 feet to the South right-of-way 72<sup>nd</sup> Avenue; thence continue Northwesterly across 72<sup>nd</sup> Avenue and the Eastern boundaries of Lot 11 and 12, Block 48, St. Petersburg Beach Replat, to the South right-of-way of 73<sup>rd</sup> Avenue; thence Southwesterly along said right-of-way 911.5 feet to the seawall on Blind Pass Channel; thence Northwesterly along the seawall 719.7 feet to the point of beginning, together with all street and alley right-of-way contained in the described area, and the entire right-of-way of Gulf Winds Drive between the South right-of-way line of 73<sup>rd</sup> Avenue to the North right-of-way line of 64<sup>th</sup> Avenue, and the entire right-of-way of Blind Pass Road between the South right-of-way line of 73<sup>rd</sup> Avenue and the South right-of-way line of 70<sup>th</sup> Avenue.

The boundaries of the study area were designed to include many of the hotel and motel properties that line Gulf Boulevard, as well as the traditional downtown district defined chiefly by Corey Avenue. These areas together are the core of St. Pete Beach, and Gulf Boulevard is the single transportation link that ties the larger area together. Presently, zoning within the St. Pete Beach study area allows a mix of general land uses that include commercial, resort, institutional, and residential. The main uses in the downtown portion of the study area are commercial and office uses, while in the Gulf Boulevard portion of the study area transient accommodations represent the largest proportion of land share.

The larger study area is characterized by small lots with height and density restrictions, inadequate transportation infrastructure, strip commercial development, and resort and retail properties in need of redevelopment. The resort and commercial areas that make up most of the study area are important economic and social resources to the City of St. Pete Beach and Pinellas County. Resort and commercial areas are vulnerable because of a lack of reinvestment in existing properties. While St. Pete Beach has been a resort destination for approximately 100 years, many hotel and commercial properties have become distressed and largely functionally obsolete. The lack of investment in aged properties ultimately threatens the long-term viability of the study area and the City as a whole.

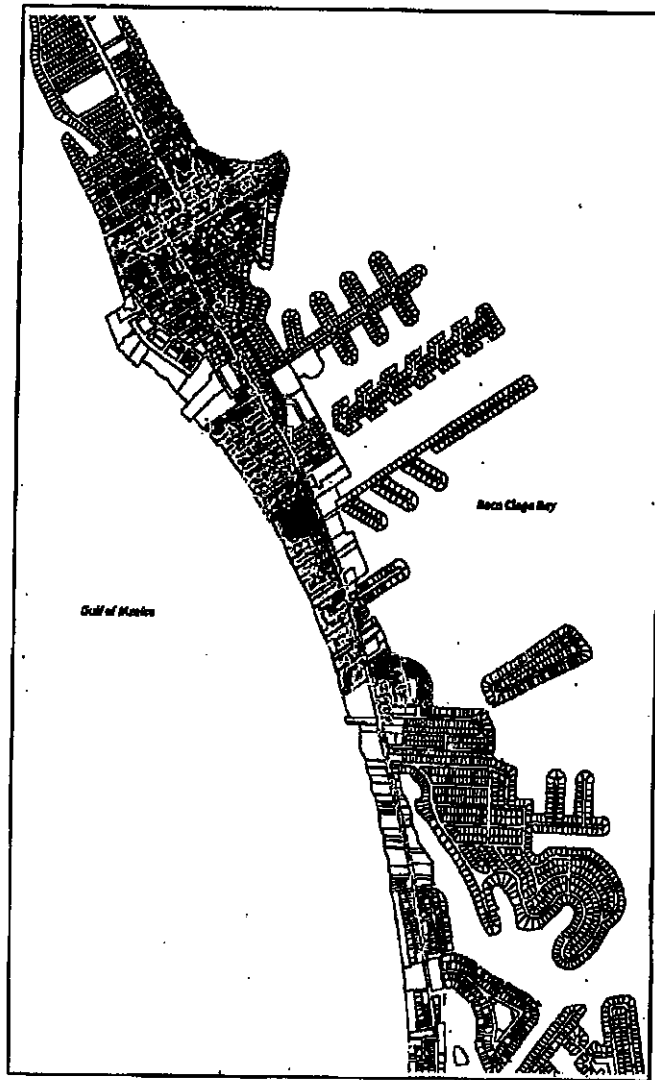
The study area is effectively comprised of two smaller contiguous areas, the traditional downtown district and the hotel and motel district to the west of Gulf Boulevard between 64<sup>th</sup> Avenue and 47<sup>th</sup> Avenue. These two areas are connected by Gulf Boulevard, the main thoroughfare of the City and the spine that organizes commercial properties. Gulf Boulevard is the transportation link that connects properties within the area. Almost all commercial and social activity within the study area takes place along this road. Virtually no businesses or

hotels are accessible without some travel on Gulf Boulevard, and the character of the community is expressed along the boulevard. The Corey Avenue/Gulf Boulevard intersection is the most significant intersection within the study area and ties the resort area together with the downtown district. The boulevard is included in the study area from 77<sup>th</sup> Avenue to Pinellas Bayway Road as are the parcels that line the road from 73<sup>rd</sup> Avenue to 84<sup>th</sup> Avenue. Gulf Winds Boulevard/Boca Ciega Drive is also included in the boundary from 77<sup>th</sup> Avenue to Gulf Boulevard as is Blind Pass Road from 77<sup>th</sup> Avenue to Gulf Boulevard.



## Map 1.0 Study Area

### Boundary Map



Note: study area boundary is for illustrative purposes only.

Having identified the study area as a relatively discrete area dependent upon Gulf Boulevard for access between residential, hotel, and commercial properties, we considered the specific conditions that constitute blight as listed in the Redevelopment Act. The following conditions are identified by the Florida Legislature in the Redevelopment Act as being indicative of blight:

- (a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
- (b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
- (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- (d) Unsanitary or unsafe conditions;
- (e) Deterioration of site or other improvements;
- (f) Inadequate and outdated building density patterns;
- (g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
- (h) Tax or special assessment delinquency exceeding the fair value of the land;
- (i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
- (j) Incidence of crime in the area higher than in the remainder of the county or municipality;
- (k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
- (l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
- (m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
- (n) Governmentally owned property with adverse environmental conditions caused by a public or private entity. See Section 163.340(8), F.S.

As this Report documents, at least five of these conditions of blight exist in the St. Pete Beach study area and are a detriment to its long-term vitality and sustainability.

### **1.5. Historical Perspective**

Located on Florida's west coast barrier islands in Pinellas County, the City of St. Pete Beach has a history of quality residential living complimented by a vibrant hotel and resort economy. The City has a residential population of around 10,000. Though useful as a relative indicator of size, this number does not provide a full picture of the population or the economic orientation of the City. Because of the substantial number of hotels and condominiums in the City, the area experiences a seasonal population surge. A very gross level estimate would place the seasonal population in St. Pete Beach at about 16,000–17,000 persons, assuming that some part of the non-homestead condominium units and all the hotel units inventoried in the community are occupied at about 90 percent in the busiest period.

Because the study area boundaries do not follow census tract boundaries, demographic data for the study area is difficult to acquire. RERC was able to obtain 2000 demographic

data for a slightly larger area that includes the study area boundaries. The chart below illustrates demographic data for this area including: population, number of households, median household income, housing unit vacancy rates, and residential units by tenure as well as other demographic information.

| Relative Study Area Demographics (2000) |            |            |                  |                    |              |                           |               |                |
|-----------------------------------------|------------|------------|------------------|--------------------|--------------|---------------------------|---------------|----------------|
| Pop.                                    | Households | Median Age | Median HH Income | Housing Units (HU) | HU, % Vacant | Median Value Owner-Occ HU | HU, Owner Occ | HU, Renter Occ |
| 1,070                                   | 571        | 58         | \$50,133         | 918                | 38%          | \$171,071                 | 402           | 170            |

As can be seen from the chart, the demographic boundaries contain 918 housing units compared to an actual number of 378 units in the study area. Thirty-eight percent of housing units in the area are vacant. When looking at occupied housing units, 170 (30 percent) are renter occupied. The area contains an older population with a median age of 58. The demographic data for the study area contains 540 housing units that are not in the study area. Presumably, these housing units are in the higher income areas along the Gulf Boulevard corridor.

Corey Avenue is St. Pete Beach's traditional business district. Improvements in the physical environment need to take place to revitalize the core. Currently the area is zoned primarily for commercial development. Streetscape and other pedestrian improvements as well as zoning changes need to take place in order to help bring additional retail development, commercial development, and other types of infill projects. The Corey Avenue district needs substantial redevelopment and refocusing in order to re-identify it as the town center and energize commercial activity in the core.

The family-oriented beach community includes a mixture of small and larger resort hotels, condominiums, single-family residences, offices, and commercial facilities. The resort areas and other commercial development are concentrated along Gulf Boulevard. Much of that development consists of eroding hotel, retail, and office properties burdened with deterioration and obsolescence. Ingress and egress points to businesses along Gulf Boulevard commonly do not meet modern access control standards, and adequate pedestrian infrastructure is seriously deficient within the corridor.

With one of the largest concentrations of hotels in the State of Florida, tourism is vital to the health and tradition of the St. Pete Beach community, but the City's hotel and resort businesses face many challenges in the current market as tourism has migrated from St. Pete Beach to other areas throughout the state. Most hotel and motel properties in the study area were built from 1949 to the 1958, and only one hotel/motel was built after 1974. Because of the age and both the physical and economic deterioration of many hotels and resorts within the study area, properties struggle to sustain themselves in Florida's tourism industry. Only 20 percent of all hotel or motel rooms in the City are associated with a national hotel or motel brand, compared to 71 percent of hotels and motels in Clearwater Beach. Reinvestment can be more difficult for smaller hoteliers, and often these properties are declining. If the hotel properties in the study area do not begin to experience increased renovation and revitalization, the tourism industry in the City may become altogether obsolete. A significant decline in the St. Pete Beach tourism industry would be detrimental to the operation of the City and the County. The entire City depends on tourism, and many of the facilities within the City are oriented toward the industry. A significant portion of the City's valuations and tax collections extend from the tourism industry as documented in a 2002

report prepared by Real Estate Research Consultants (RERC) and illustrated in the following table.

**City of St. Pete Beach - Top Ten Individual Tax Payers**

| Owner Name                           | Description | Year Built | Land AC  | Bldg. SF   | 2002            |
|--------------------------------------|-------------|------------|----------|------------|-----------------|
|                                      |             |            |          |            | Taxable Value   |
| Resort Inns Of America Inc           | Hotel/motel | 1957       | 9.99     | 263,839    | \$35,300,000    |
| Don Ce Sar Resort Hotel              | Hotel/motel | 1928       | 3.79     | 247,427    | \$29,800,000    |
| Nicklaus Fla Inc                     | Hotel/motel | 1989       | 8.79     | 179,698    | \$21,500,000    |
| Hughes, R Dale Tre                   | Hotel/motel | 1970       | 3.77     | 189,048    | \$11,600,000    |
| Resort Industries Inc                | Hotel/motel | 1973       | 4.53     | 151,506    | \$11,200,000    |
| Reef Resort Condo Assn               | Condominium | 1982       | 0.84     | 45,006     | \$10,985,400    |
| Rosenblum, Irving M Tre              | Hotel/motel | 1957       | 5.28     | 96,046     | \$10,000,000    |
| National Rty Holdings Inc            | Hotel/motel | 1974       | 1.47     | 116,030    | \$9,800,000     |
| Alden Enterprises Inc                | Hotel/motel | 1950       | 3.89     | 114,873    | \$9,100,000     |
| Dolphin Holdings Ltd                 | Hotel/motel | 1966       | 3.47     | 105,081    | \$8,500,000     |
| Sub Total                            |             |            | 45.40    | 1,498,236  | \$187,555,400   |
| City Total                           |             |            | 2,528.46 | 14,108,364 | \$1,453,403,070 |
| Top 10 as a Percentage of City Total |             |            | 1.80%    | 10.60%     | 10.84%          |

In 2002, the year the study by RERC was completed, the City's ten largest individual tax payers were located along Gulf Boulevard with nine of them being hotels. Property taxes on the top ten individual tax payers made up 11 percent of the City's total property taxes. In order to protect the tax base, the sustainability of the tourism industry must be aggressively pursued.

In addition to the challenge of marketing dated hotels, St. Pete Beach, like other coastal communities, has been met with increased state regulation in regards to development. While state regulations were drafted to protect the coast of Florida and protect individuals from hurricane forces, tighter controls on development are frequently at odds with hotel viability. Because of the State's tight controls over what can and cannot be built or redeveloped, hotel property owners have little incentive or ability to reinvest and renovate existing hotels and resorts. Most hotel and motel developers are not permitted to build or redevelop at the density levels needed to make development or redevelopment of their resort properties economically feasible. The few resort properties that have undergone redevelopment have been converted to residential condominiums which can support higher property values and therefore need less permissible density. Condominium units are frequently inactive due to seasonal use, creating a different set of economic dynamics for the City. If the hotels within the community continue to convert to residential condominiums, the economic feasibility of the tourism and resort industry could be undermined, and the tax base of the City will diminish.

The creation of a formal redevelopment agency in the City would provide opportunities to encourage value-added businesses in the study area, upgrade and install modern infrastructure and transportation facilities, stimulate reinvestment and revitalization, and advance modern design standards. These redevelopment programs would contribute to the City's general health and tax base and serve as the main revitalization vehicle. If the City does not create a redevelopment agency, the area risks continuing decline and decay, and the City will jeopardize its market share of the resort industry.

In the initial stages of developing Chapter 163, Part III of the Florida Statutes, the Florida Legislature recognized the peculiar ebbs and flows that coastal communities experience and specifically focused on these issues in the legislation. In the definitions section of the community redevelopment legislation, coastal communities are repeatedly identified as needing special protection.

- Section 163.340(9) F.S. states: *"Community redevelopment" or "redevelopment" means undertakings, activities, or projects of a county, municipality, or Community Redevelopment Agency in a Community Redevelopment Area for the elimination and prevention of the development or spread of slums and blight, or for the reduction or prevention of crime, or for the provision of affordable housing, whether for rent or for sale, to residents of low or moderate income, including the elderly, and may include slum clearance and redevelopment in a Community Redevelopment Area or rehabilitation and revitalization of coastal resort and tourist areas that are deteriorating and economically distressed, or rehabilitation or conservation in a Community Redevelopment Area, or any combination or part thereof, in accordance with a Community Redevelopment Plan and may include the preparation of such a plan."*
- Section 163.340(10) F.S. states: *"Community Redevelopment Area" means a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly, or a coastal and tourist area that is deteriorating and economically distressed due to outdated building density patterns, inadequate transportation and parking facilities, faulty lot layout or inadequate street layout, or a combination thereof which the governing body designates as appropriate for community redevelopment."*

The legislation explicitly defines a deteriorating and economically distressed coastal and tourist area as a "Community Redevelopment Area" and includes a coastal resort redevelopment pilot project in Section 163.336 F.S.

- Section 163.336 F.S. states *"the Legislature recognizes that some coastal resort and tourist areas are deteriorating and declining as recreation and tourist centers. It is appropriate to undertake a pilot project to determine the feasibility of encouraging redevelopment of economically distressed coastal properties to allow full utilization of existing urban infrastructure such as roads and utility lines. Such activities can have a beneficial impact on local and state economies and provide job opportunities and revitalization of urban areas."*

Specific references to coastal resort communities and the creation of a pilot program designed to redevelop declining coastal communities indicate that the legislature was aware of and designed the legislation to assist with the unique challenges facing coastal tourist areas like St. Pete Beach, particularly in light of development restrictions placed upon coastal communities in other legislation.



## **2. Physical Environment Inventory**

### **2.1. Existing Land Use**

This section of the report documents the existing land uses in the area, transportation systems, utilities infrastructure, and visual character of buildings and sites that could influence development or utilization of land based assets. The existing land use inventory provides more perspective regarding the pattern of development activity, the inventory of existing land uses under current zoning regulations, the compatibility of nearby uses, and the impact of uses that may assist or deter development activity within the study area. Photographs documenting conditions in the study area are located at the end of the report in Appendix B. An existing land use map, future land use maps, and a zoning map are located in Appendix C.

The study area consists mainly of a variety of hospitality properties and other commercial properties, institutional properties, and a limited number of residential properties. The historic development pattern of the City has been suburban in nature, although the City over time has become highly urbanized. Traditionally the City has not had high design standards for new development or for redevelopment. The overall physical condition of the study area is fair to poor.

The residential market in Pinellas County, particularly for condominium product, has remained unabated even as the number of buildable sites has declined. There has been a continued increase in price for condominium product that reflects the steady growth in underlying land values and the difficulty associated with assemblages as well as the need to satisfy local regulatory requirements.

While land values are growing in the City, there are still pockets of deteriorated and substandard housing in the study area. Declining properties are concentrated in the northern section of the study area and are primarily multi-family rental units, (Appendix B, photos 18 and 21-29). Structures in the area have multiple code violations and absence of on-site management controls within rental complexes.

Single-family, duplex, and triplex parcels are scattered throughout the CRA and cover a total of 5.4 acres. Those in the area between 73<sup>rd</sup> Avenue and Corey Avenue and those between Gulf Boulevard and Sunset Way are mostly rental properties mixed in with small transient accommodation units and commercial properties. These parcels could be assembled to create developable sites. Six residential lots are located just north of the Kash 'n' Karry grocery store on 77<sup>th</sup> Avenue. Four of the parcels are old multi-family projects in poor physical condition and are grossly over the current density standards. These lots could be assembled with commercial property on Gulf Boulevard that is also in minimal condition to create a modern development site.

The quality and type of housing is a problem in the Corey Avenue area. Short-term rental housing and seasonal apartments are typically a detriment to other residential properties. In addition to low quality rental housing, a large storage facility and the intrusion of suburban strip retail properties undermine the residential image of the area.

Most of the hotels and motels and other commercial properties in the study area are located along Gulf Boulevard. Many of the non-residential structures along Gulf Boulevard are of

marginal quality and are located on narrow or shallow lots creating functional redevelopment problems, (Appendix B, photos 1, 4, 10, 12, and 17).

Lot sizes in the designated Community Redevelopment Area range from almost 10 acres (Dolphin Village) to 0.1 acres (the Beach Theater, the city's only movie theater). Hotel properties along Gulf Boulevard range from a net 5.60 acres (the Travel Lodge site) to 1.80 acres (the Holiday Inn). The Travel Lodge site has the widest property width at 290 feet. The balance, exclusive of the Tradewinds Island Grand and the Sirata Resort, range in width from 200 to 225 feet, with depths that run from Gulf Boulevard to the mean high water of the Gulf of Mexico. In the downtown portion of the redevelopment area, lots range from the aforementioned 4,400 square feet of the Beach Theater to 10,000 square feet. Because of the inadequate size of most lots, redevelopment and adapted re-use of existing structures are inhibited.

While the existing lots in the Community Redevelopment Area typically meet the lot size standards required by the Land Development Code, they, for the most part, are platted to residential standards of 50 feet x 100 feet or multiples thereof. A typical new commercial building would be 3,500 square feet to 10,000 square feet or larger, housing either single tenants or multiple tenants. For example, in the past ten years, six new commercial developments have been built in St. Pete Beach. They range from a small 1,558 square foot Subway Restaurant to a large 25,668 square foot Kashi 'n' Karry grocery. Three of the other four new developments average about 4,400 square feet, and the new Walgreen's at 44<sup>th</sup> Avenue is 13,184 square feet. Such buildings cannot be constructed on what are effectively residential lots, particularly when the developer must also provide off-street parking. These conditions render the lots located along Gulf Boulevard functionally obsolete for commercial development.

Most transient accommodations in the study area are reaching the end of their lifespan. Relatively low densities in the City's present Land Development Code prevent hotel properties from redeveloping with their existing number of units, (Appendix B, photo 13). Current density restrictions and height restrictions, high land values, and other restrictions make feasible redesign of hotels and motels difficult if not impossible. The overall, low building to land value ratios create little incentive to reinvest in current buildings. If redevelopment were physically practical, parking would begin to constrain site and implementation options.

Existing hotel uses are typically two story buildings. Most of the hotels and motels in the area were constructed to run parallel with the side property lines and have a courtyard in the middle of the property. New developments in the study area will likely warrant and require the assemblage of two or more contiguous properties to gain a width that will allow the new buildings to have more rooms with a view of the Gulf of Mexico and modern hotel/motel amenities.

Larger lots in the downtown portion of the redevelopment area typically have one-story buildings covering the entire surface of the parcels. These lots usually contain multiple businesses. Almost none of the downtown properties provide off-street parking, except for two banks, and no properties have an adequate amount of parking. Zoning ordinances, dating back to the original ordinance in the 1950s, have traditionally not required off-street parking in the downtown commercial district, relying instead on the available on-street angular parking.

Off-street parking requirements will exist for all uses in the study area under the city's proposed land development regulations. There has been discussion of a public/private venture to construct one or more parking garages for the area. Land values dictate that structured parking replace the traditional surface parking. The configuration of the blocks in the downtown area limits the ability to provide the required off-street parking while providing building structures suitable for businesses. Assemblage of properties will be necessary for most redevelopment projects.

Most properties along Gulf Boulevard have setbacks that are suburban in form and while these properties typically include off-street parking, unlike properties downtown, the majority of commercial property owners have done little to mitigate the visual effects of their parking lots with landscaping and other buffering. (Appendix B, photos 2, 5, 17, 19, 42, and 43). Design standards in general have not been adequate to promote aesthetically pleasing development within the study area.

Commercial development in the study area has been disconnected from other neighboring uses with individual access points to Gulf Boulevard. Parking for businesses is typically located in the front of properties with insufficient separation between rights-of-way and parking areas, (Appendix B, photos 5, 19, 32, 34, 37, 42, and 43). Lack of adequate space for buffering increases the visual impact of the asphalt width of the road and makes the regular placement of streetlamps and trees difficult. Lack of access between businesses requires individual access points to each business. These curb cuts reduce pedestrian safety and usage. While common place in the 1960s and 1970s, this type of approach to development is no longer acceptable and can be challenging to redevelop.

Competing needs of commercial and residential sites can be seen when evaluating buffers in the study area. A number of commercial properties are located directly proximate to residential uses with little attempt to establish buffer or transitional zones. (Appendix B, photos 2, 4, and 6). Many commercial structures are located on residential sized lots with parking located in front of businesses. As Gulf Boulevard has grown, additional private property depth has been lost decreasing parking areas. In many instances enough private property depth has been lost that cars are forced to back into the street in order to exit commercial parking lots, (Appendix B, photos 19, 32, 34, and 37). In other instances parking has been relocated to the back of commercial properties. Rear yard setbacks are so minimal that parking and service areas regularly back up to residential properties without proper buffering. For the residential properties located immediately adjacent to non-residential properties, this kind of placement and configuration heightens the need for regulatory controls to assure that commercial uses do not infringe on residential character. Typically, the placement of non-neighborhood commercial activities in such close proximity to residential neighborhoods results in increased complaints of noise, traffic, trespass, and code enforcement.

Dolphin Village Shopping Center on Gulf Boulevard in the hotel/motel area was constructed in 1967, and while it is well maintained by the owner, a large portion of the center, particularly the southern portion, has become functionally obsolete. The space still leases, but it does not command the higher rents present in the balance of the center. Further, the mix of tenants occupying the southern portion of the development does not contribute to the overall ambience of the shopping center. The owner has indicated the existing Publix grocery store desires a more modern facility in keeping with its current operations.

Redeveloping the site to include a mix of residential and commercial development could be appropriate for the southern portion of the site. This site is a key property in the area, and it could be disingenuous to omit it. The use of this property is important to the overall redevelopment of the area especially because of its link to the tourist related properties across the street.

The predominant tenant mix in the study area does not serve the diverse needs of the residential and resort population. The area is capable of supporting more retail and other commercial development of a greater variety. While the cost of land acquisition is not currently so great as to prevent new commercial development, short-term redevelopment of existing commercial sites is essential to their ability to remain competitive and support both the existing residential and tourist markets.

Many commercial structures in the study area are physically deteriorated and economically obsolete, (Appendix B, photos 3, 7, 10, 11, 12, and 14). Most buildings were constructed before accessible parking, large square footage and lot sizes, and back loading areas were needed. Little regard was given to setbacks and centralized parking. Because many buildings are located on inadequately sized lots, there is not space to redesign to meet modern standards. In addition, there are multiple property owners making lot assemblage difficult. Because of this, little reinvestment has been made.

The decline in the physical condition of many commercial sites in the study area can be attributed, at least in part, to the age of the structures and the site requirements during the period in which they were built. The age of the commercial structures in the study is illustrated below. The data presented is drawn from the 2004 Pinellas County tax rolls.

| <b>Number of Commercial Properties</b> |                    |                         |              |
|----------------------------------------|--------------------|-------------------------|--------------|
| <b><u>Built - by Year</u></b>          | <b>Hotel/Motel</b> | <b>Other Commercial</b> | <b>Total</b> |
| >1950                                  | 5                  | 39                      | 44           |
| 1950-1970                              | 13                 | 38                      | 51           |
| 1971-1990                              | 3                  | 27                      | 30           |
| 1991-2004                              | 2                  | 8                       | 8            |
| <b>Total</b>                           | <b>21</b>          | <b>112</b>              | <b>133</b>   |

In 1947 and in 1949, ten commercial properties were built, more than any other year. Of the 133 properties, 71 percent were built before 1971, and only 6 percent were built after 1990. The records demonstrate the lack of new development in the area and the dominance of the older commercial stock. Only a limited amount of commercial development has been created in St. Pete Beach in recent years, and no new motels or hotels have been constructed since 1989. Two of the hotels/motels are no longer in operation.

Overall the study area encompasses over 135 acres. Single-family, duplex, and triplex residential parcels encompass over 5 acres, while small multi-family buildings encompass slightly more than 1 acre. Condominium building parcels (not including Tradewinds, which functions as a transient property) covers approximately 8 acres of the study area.

The quality of the beach as a resort and recreation amenity is important to the continued success of St. Pete Beach as a destination. The beach is the principle focus of the hospitality industry in the study area, and it must be maintained to assure long term success

for the industry. As the City has become developed, stress on the natural beach environment has occurred including damage to the dune system. Special protection must be placed upon this resource as the City grows and is redeveloped so that there is no further damage. A longer term outlook must be adopted that considers the limited nature of the beach as an asset.

There are limited pedestrian access points from Gulf Boulevard to the beach, (Appendix B, photo 30). Many of the access points that exist are labeled as private entries, and the public entries that are labeled are poorly signed. Pedestrian access to the beach must be enhanced to maximize use of the beach and increase its position as an economic benefit and a social good.

#### Finding:

The lack of design standards, general absence of buffering and commercial access control, small lot configuration, disconnected land uses, shortage of beach access points, deteriorating rental residential properties, and overall marginal quality of commercial properties collectively function to suggest an environment unsuited to contemporary development activity. The fact that the area has experienced little commercial development since 1990 speaks to the marginal environment in the study area. The faulty layout and configuration of lots in relation to size, adequacy, and usefulness are suggestive of a functionally obsolete or deteriorated commercial land use pattern.

The study area has become a highly urbanized area. Virtually all parcels in the study area have been previously developed, but many are deteriorated, and many are unoccupied. Many transient accommodations are reaching the end of their lifespan. Density and other restrictions as well as high land values make reinvestment and redevelopment difficult. Low building value to land value ratios create little incentive to reinvest in current buildings. The only redevelopment solution for most properties as currently zoned is to convert to a residential condominium use. These development patterns and conditions will only be reinforced over time if not aggressively altered.

## **2.2. Transportation, Road, Traffic, and Parking Characteristics**

Traffic capacity is not currently a significant issue in the study area. The major thoroughfares, Gulf Boulevard, Blind Pass Road, Corey Avenue, and 75<sup>th</sup> Avenue, appear to have capacity adequate for the existing level of development in the area, but additional studies might have to be performed to ascertain longer term road capacity, given the prospect of future redevelopment within the study area. Most intersections in the City have sufficient LOS grades. The key intersection with capacity problems is the Gulf Boulevard/75<sup>th</sup> Avenue/Blind Pass Road intersection. This intersection is the primary point of traffic congestion in the study area and needs to be reorganized. The problems caused by the intersection are a result of multiple overlapping left turn movements for all three streets.

The study area has a reasonably well developed road network, although most trips in the study area require travel on either Gulf Boulevard or Blind Pass Road. Gulf Boulevard is the signature street for both St. Pete Beach and the study area. The street provides most local vehicular and pedestrian circulation for the City, but it also functions as the evacuation route for the City.



The inclusion of Gulf Winds Drive from 73<sup>rd</sup> Avenue to Gulf Boulevard, Blind Pass Road from 73<sup>rd</sup> Avenue to 70<sup>th</sup> Avenue and beyond, and the southern end of Gulf Boulevard from 44<sup>th</sup> to 37<sup>th</sup> Avenues is important to the study area to allow CRA funds to be expended on proposed right-of-way improvements to these streets. All are essentially an extension of the street within the CRA area, and these improvements are important to the larger study area. Improvements contemplated include undergrounding of overhead utilities and streetscape enhancements.

The renovation of Gulf Boulevard is crucial to the revitalization of the study area and the St. Pete Beach tourism industry. Gulf Boulevard creates citizens' and visitors' primary image of the City. The main thoroughfare of the study area is in need of renovation and beautification. Gulf Boulevard is becoming a street to avoid, and the area is beginning to lose its reputation as a special resort community. The boulevard experiences substantial pedestrian traffic typical of a resort area, yet pedestrian infrastructure is absent creating unsafe transportation conditions. (Appendix B, photos 37, 40, and 43). Sidewalks are altogether absent in some places along Gulf Boulevard, and those in place are not wide enough to be located immediately alongside traffic moving at 40-60 MPH. Bike lanes are generally absent or substandard, a particularly significant issue in a resort community. These conditions need to be improved. Overall, existing transportation conditions do not create a livable space, and upgrades need to take place in order to reposition St. Pete Beach's main commercial strip.

Police report that 60 percent of complaints relate to transportation issues. For example, signage along the road is inadequate and would benefit from consolidation and improved organization. Because many visitors are unfamiliar with the study area, drivers run red lights and are otherwise distracted. In its present configuration, Gulf Boulevard functions solely as an arterial that facilitates high speed driving.

Gulf Boulevard has an important role to play in the health and redevelopment of the study area. Major transportation improvements need to take place to reestablish the street as a livable space including a continuous streetscape treatment that redefines the image of the road and creates a sense of place. Improvements could include the burial of power lines, the addition of new decorative streetlights and landscaping, wayfinding, and the reconfiguration of curb lines to allow for a tree lawn between the road and sidewalk.

Other transportation improvements are needed to protect cyclists on the road and pedestrians walking along and crossing Gulf Boulevard. There are bike lanes, but they are uniformly substandard and have been added as an afterthought to existing roadways. (Appendix B, photos 35, 37, 41, and 43). With planned redevelopment, bicycles can become an integral part of the transportation scheme. The boulevard needs to be re-stripped to accommodate bicycle traffic adequately. The addition of a standard bike lane will enhance the safety of citizens and tourists alike and will better provide for alternative modes of transportation. This change will also better connect motel and hotel properties to the Corey Avenue district and will accommodate non-vehicular movement throughout the study area. An adequately designed and signed bike lane could then be connected to other bike paths throughout the study area and the City creating a thorough bicycle network.

Spot medians and clear pedestrian crossings are absent in much of the study area. (Appendix B, photos 9, 19, and 42). These facilities need to be installed where pedestrian traffic is high. Many restaurants and other retail are located across the street from hotels and motels encouraging pedestrian movements across Gulf Boulevard. In addition, many

beach goes park on one side of the street and then must cross Gulf Boulevard to access the beach. Because adequate and clear pedestrian crossings are not provided, visitors are jaywalking under dangerous conditions, (Appendix B, photo 39). Turn lanes are used as refuge spots endangering both pedestrians and individuals in cars. Recently a young girl was killed when she and her mother were trying to cross Gulf Boulevard at 63<sup>rd</sup> Avenue to get from a convenience store back to their hotel. In total there have been five accidents involving pedestrians over the past 3 years, and 1 of those accidents led to a fatality. This life safety issue must be addressed. By adding spot medians with raised landscaped beds, the City can calm traffic, enhance the appearance of the area, and create a true pedestrian crossing refuge.

Currently school buses pick up and drop off on Gulf Boulevard instead of side streets. This practice causes significant safety issues on a street with a high speed limit and already inadequate pedestrian conditions. Because many drivers are unfamiliar with the area and because of the size of the road, drivers frequently do not stop for school buses. Pedestrian improvements and the relocation of bus stops should better improve safety.

The entire pedestrian environment along Gulf Boulevard is not consistent with the character of the area as a walkable, family-oriented resort area. Gulf Boulevard is given mainly to automobile traffic, with the pedestrian realm a distant second thought. The sheer size, and therefore speed, of the road makes it an almost impenetrable barrier for pedestrians trying to cross from the hotels on the west side to the restaurants and attractions on the east side. Much could be done to rebalance the roadway environment, to allow for pedestrian safety and comfort in addition to vehicular mobility.

The consolidation of driveways along Gulf Boulevard should become a priority for the City. In some areas, in as little as 100', 15 driveway cutouts are located along Gulf Boulevard. Excessive ingress and egress along Gulf Boulevard impedes north and south movement. Curb cuts cause significant pedestrian safety risks and make consistent streetscape treatment virtually impossible. Many driveways are abandoned or duplicative, (Appendix B, photos 19 and 43). Some cutouts should be strategically removed with the consent of property owners. The City could use incentives to stimulate the consolidation of cutouts and should amend the land development code incorporating appropriate design criteria to ensure that new developments meet modern access requirements.

Because there are inadequate back or front loading areas at many commercial properties along Gulf Boulevard, delivery trucks are forced to unload in the middle turn lane along Gulf Boulevard. This not only impedes traffic flow, but causes a safety risk to drivers as well as delivery workers. A solution must be created to allow deliveries to be safely and efficiently made to businesses.

Other transportation problems become apparent at night. Inadequate parking at local bars causes traffic backups and dangerous road conditions in the evening. Vehicular traffic backs up on Gulf Boulevard as cars line up to get into local bars. Except for a metered parking lot adjacent to the County Park, there are no public parking lots or garages in the study area.

Other conditions also create dangers on Gulf Boulevard. Flooding can be a significant barrier to transportation after hard rain storms. The police department is upgrading all of its police cars to SUVs so that their movement will not be impeded after rain storms. One area where flooding is a significant issue is at 58<sup>th</sup> Avenue and Gulf Boulevard.

In the study area, Blind Pass Road functions as an important neighborhood connector from Gulf Boulevard to 75<sup>th</sup> Avenue and could be reclaimed as a neighborhood street. Currently Blind Pass Road carries relatively few cars but is oversized with long radii that facilitate high speed driving. Street trees and sidewalks are generally absent and need to be provided to buffer residential uses from the road in order to reduce the disinvestment of properties along the road. With 36' rights-of-way, room is available to add sidewalks and bike lanes along the road. In addition there is room for either a wide tree lawn between the road and a newly installed sidewalk or a grand boulevard treatment.

Other transportation links may also be deficient and in need of improvement. The study area's streets, particularly neighborhood connectors such as Boca Ciega and Gulf Winds, have insufficient street trees, wayfinding, traffic calming devices, pedestrian walkways, pedestrian crossings, and legal bike lanes with appropriate signage. Current pedestrian infrastructure conditions are unacceptable in the context of contemporary design standards as they impede alternative modes of mobility and pose a safety risk to community residents and visitors. Corey Avenue also needs to undergo improvements. Although sidewalks along Corey Avenue have been expanded in some places, they are narrow and in disrepair in others. All study area streets should undergo pedestrian improvements to better facilitate the movement of people and to make the roads more than just automobile corridors. Transit, which is mostly lacking, should be incorporated in the design of the transportation network, and the redevelopment of that network should provide a quality image for the City that enhances livability and safety.

Overall there were approximately 205 reported automobile accidents in the general study area over the past three years compared to 168 in the remainder of St. Pete Beach. A few locations saw a significant number of accidents including 50 75<sup>th</sup> Avenue (24), 75<sup>th</sup> Avenue and Blind Pass Road (13), 75<sup>th</sup> Avenue and Gulf Boulevard (10), Corey Avenue and Gulf Boulevard (7), and 6200 Gulf Boulevard (7).

#### Finding:

Traffic capacity in the study area is adequate for the current level of development. However, further studies will be required to determine the impacts of major redevelopment efforts occurring in the study area.

Much of the transportation infrastructure in the study area is outdated and is in need of renovation and beautification. While there is substantial pedestrian traffic in the resort area, the transportation network in the study area does not safely accommodate this mode of transportation. The transportation network has been designed to function solely as a vehicle mover. Sidewalks and bicycle paths have emerged in contemporary planning practice as an important component in community "place making". These amenities combine to create neighborhoods that would be considered safe and desirable for residents of all ages. The study area is devoid of such facilities. Major infrastructure improvements are needed to remedy this including, standard sized bicycle lanes, spot medians, and clear pedestrian crossings as well as a continuous streetscape treatment that redefines the road's image and creates a sense of place. The boulevard needs to be redefined to help connect resort properties to one another and the town center and to stimulate new investment in both commercial and residential properties that surround the road network.

The consolidation of driveways along Gulf Boulevard needs to be a priority for the City. The commercial properties fronting the major arterials impact current movements associated with ingress and egress. The abundance of commercial curb cuts would be aggressively managed in today's regulatory environment. These conditions make a continuous streetscape program difficult and are dangerous for cyclists and pedestrians. Some cutouts should be strategically removed with property owners' consent.

While the current network of roads can accommodate emergency traffic and evacuation, the system is well below the design standards that are needed to support a flourishing resort community. The costs of maintaining and upgrading the transportation network can only be expected to increase, and there are no palatable budgetary mechanisms to deal with the conditions described.

### **2.3. Stormwater**

The study area is part of the Florida Gulf of Mexico barrier island system in Pinellas County. The barrier islands were originally built up from sand and shell as a result of wave and tidal action. This porous material provides excellent drainage when left undeveloped. Impervious surfaces such as streets, parking lots, and building sites associated with development alter the natural drainage pattern. Flooding occurs in areas of low elevation because of the volume of rainfall and the lack of adequate drainage. Most properties provide little or no stormwater related infrastructure. Many of the current land uses in the study area predate the City's current development controls, and those built 30 to 40 years ago commonly do not meet today's drainage standards. Although the stormwater system is designed to meet SWFWMD standards, because of the proximity to the Gulf of Mexico and the Boca Ciega Bay and the low elevation of the study area, in the case of high tides and heavy rain little can be done to prevent flooding and ponding. Intersections flood during hard rains and high tides. The intersections of Gulf Boulevard and Gulf Winds Road and 75<sup>th</sup> Avenue and Boca Ciega Drive experience bad flooding after down pours.

A significant stormwater issue in the study area is the quality of discharged water. Currently there is little treatment of stormwater. Stormwater runs through swales, is collected through pipes, and then is discharged into the Boca Ciega Bay. Because many developments use the entire impervious service of their lots, grass swales are rarely adequate for filtering. New developments, with modern grass swale requirements, would allow for a better filtering system and cleaner water. In the near future, the City expects to build two stormwater filtration facilities to more adequately remove contaminants from the stormwater before it enters the bay.

#### **Finding:**

Although the City has well draining soil and certain design features are in place to handle stormwater, the proximity to the Gulf of Mexico and the Boca Ciega Bay, as well as the elevation of the study area mean that in the case of high tides and heavy rain little can be done to prevent flooding and ponding. An increase of pervious surface and grass swales in the study area could bring some flooding relief.

Water quality is the chief concern for the stormwater management system. Currently there are not treatment plants in the City, and stormwater that enters the Boca Ciega Bay

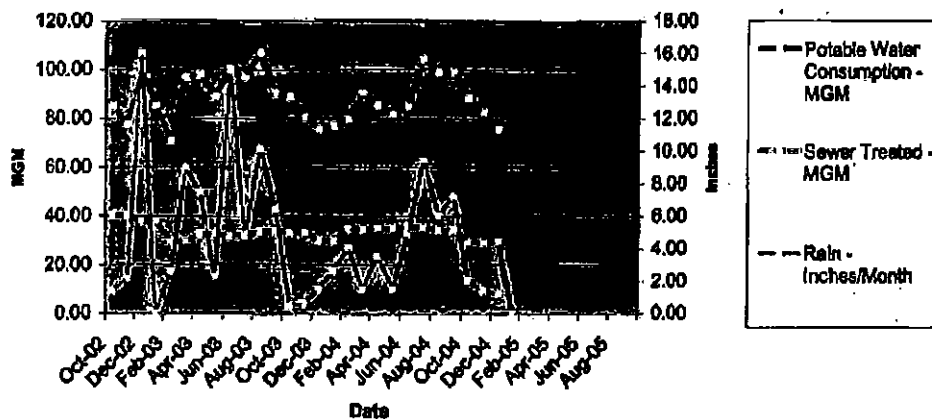
undergoes little filtering because almost all impervious surface in the area has been absorbed by low density development and surface parking lots.

## 2.4. Wastewater

Wastewater is collected in lines owned by the City of St. Pete Beach and pumped to the City of St. Petersburg through the Pasadena Master Pump Station. The pump station is designed to process about 5.5 million gallons per day with no more than an average of 3 million of those gallons per day contributed by the City of St. Pete Beach. The City of St. Petersburg's Northwest Treatment Facility can treat up to 22 million gallons per day and up to 30 million gallons per day for limited times under peak conditions. Currently there are no capacity issues.

While there are no septic systems in the study area, there are still significant sanitary sewer issues. Leaks of groundwater and stormwater into the sanitary sewer system, a process called infiltration/inflow, increase the quantity of wastewater that needs to be pumped for treatment. The following graph illustrates daily rainfall and compares wastewater flow generated to potable water use in the City of St. Pete Beach.

St. Pete Beach Potable Water Use Vs Wastewater Effluent Treated



For every one gallon of potable water use, the City is pumping out approximately two gallons. It is apparent when comparing use trends to rainfall that the St. Pete Beach wastewater collection system is receiving a significant quantity of inflow/infiltration.

The main cause of infiltration is the seepage of groundwater into the wastewater system through broken or cracked pipes. Sanitary sewer pipes in the study area were installed over 50 years ago, and most pipes in the area are VCP clay pipes. Because the water table in the study area is above the VCP pipes, the wastewater system is submerged in ground water. Stormwater entering the system can overload the collection system and cause sanitary sewer overflows.



In 2004 the wastewater treatment budget of the City was \$3.3 million, and half of the budget went towards treatment. Treating extra water added by infiltration costs the same as treating normal domestic wastewater. The City only bills for potable water consumed, so infiltration causes a strain on the sanitary sewer budget. Replacing old pipes with modern plastic materials would reduce flows by 20 percent. An additional 10 percent could be saved by sealing manhole covers in conjunction with replacing pipes. The cost of replacing pipes is estimated to be \$60 per foot assuming a 10" gravity line less than 6' deep. Ultimately the City should be at a one to one potable water consumed to water treated ratio. As properties are redeveloped upgrading will be possible. Any reduction in the quantity of infiltration entering the collection system provides direct reduction in pumping and treatment costs to the City.

**Finding:**

Infiltration of groundwater into the sanitary sewer system in the study area is a concern to the City of St. Pete Beach. This system failure is primarily caused by old pipes that need to be repaired or replaced. The cost to treat infiltrating water absorbs a significant portion of the wastewater budget.

The City has calculated that replacing old VCP pipes with plastic pipes could cost several million dollars but would significantly reduce the infiltration of groundwater into the wastewater system. Deteriorating pipes are most rationally replaced by the City as specific properties and other infrastructure are redeveloped. Significant efficiencies and cost savings could also be attained by adjusting the direction of flow in the basin.

**2.5. Potable Water**

The study area is served by the Pinellas County Utility, which provides both distribution and billing. Pinellas County does not limit the amount of water used by its customers at the current time, and has no future plans to do so. Currently there is adequate supply and water pressure to provide both potable supply and fire suppression for all development within the study area. St. Pete Beach uses a more significant amount of potable water than may otherwise be necessary, because most of the transient accommodations in the study area were built in the 1950s and 1960s before most water saving fixtures were available. Some of these properties still feature older plumbing fixtures and many have deferred maintenance. Current low-flow devices, shower heads, taps, and toilets will assist in reducing average water usage in newly developed and redeveloped hotels compared to older devices.

**Finding:**

Potable water is distributed throughout the study area by Pinellas County Utility. There are not significant problems with potable water supply. The study area could see a reduction in average per unit water usage if hotels and motels redevelop with low-flow devices.

**2.6. Overall Site and Plat Conditions**

Part of the decline in the physical condition of commercial sites and some residential sites in the study area can be attributed to the age of the structures, many of which were developed from the 1950s to the 1970s. Commercial sites within the study area are inadequate in size due to narrow or shallow lots. In today's market the small size of many commercial lots in

the study area, particularly older hotel and motel lots, makes redevelopment functionally difficult if not impossible. When developed originally, the sizes of lots in the study area were adequate for transient uses. Today, these properties are deficient in modern site requirements and are difficult to redevelop with modern amenities such as larger pools, spacious units, rooms with views of the ocean, and secure parking. Without modern amenities, resort redevelopment typically does not make economic sense particularly considering the low building value to land value ratios that define the economic rationale for property owners. Instead properties are either deteriorating or are being redeveloped and converted to residential condominiums which can generate more income for the property owners given the limited transient redevelopment possibilities, (Appendix B, photos 12, 14, and 17).

Other types of commercial properties are also deficient in size and difficult to improve (Appendix B, photo 10). The size of the commercial lots makes it impractical to pursue anything other than low value, single purpose activities. Even if adjacent lots are assembled, the depth of lots makes redevelopment impractical. In addition, most businesses are set back from Gulf Boulevard with insufficient parking conditions. Parking is typically located in front of Gulf Boulevard properties, and cars often must back out of lots onto the main thoroughfare causing dangerous road conditions for all drivers. Because lots are small, there are no means to redesign the layout of parking. Service areas are located in the back with limited screening to adjacent residential property. This negatively affects residential lots, which decline and serve as the de facto buffer. In addition, many existing service areas are not of adequate size to accommodate delivery trucks. Insensitivity to site size and ingress and egress must be evaluated by the City, and solutions to solve these problems must be identified.

The proliferation of small transient and commercial lots throughout the study area virtually assures a character of development that is no longer sustainable. The faulty layout and configurations of lots in relation to size, adequacy, and usefulness are suggestive of a functionally obsolete or deteriorated commercial land use pattern. A majority of properties in the study area are non-conforming properties on small lots that cannot be redeveloped without extensive land assemblage under current standards.

There is a perception that the market could support increased commercial activity, but high land values, many reaching appraised taxable value above \$2,000,000 per acre along Gulf Boulevard, limited permissible densities, dysfunctional properties, height restrictions, and other restrictions make redevelopment and intensification difficult. This is significant as many hotel structures are reaching the end of their useful life and need to be upgraded or redeveloped. Existing and proposed residential and transient densities are outlined in the following chart.

| Character Districts – CRA                 | Existing Density<br>(Units per Acre) |                          | Proposed Density<br>(Units per Acre) |                          |
|-------------------------------------------|--------------------------------------|--------------------------|--------------------------------------|--------------------------|
|                                           | Comp. Plan                           | Zoning                   | CRD Plan                             | Zoning                   |
| TC-1 Core District                        | 24 UPA                               | 0 UPA                    | 15 UPA                               | 15 UPA                   |
| TC-2 Corey Circle/Coquina                 | 24 UPA                               | 0 UPA                    | 24 UPA                               | 24 UPA                   |
| DR Residential                            | 10 UPA                               | 10 UPA                   | 15 UPA                               | 15 UPA                   |
| CC Blind Pass/Gulf Blvd                   | 24 UPA                               | 0 UPA                    | 18 UPA                               | 18 UPA                   |
| LR Large Resort                           | 18 residential/<br>30 transient UPA  | 15 res./<br>30 tran. UPA | 18 res./<br>80 tran. UPA             | 18 res./<br>80 tran. UPA |
| AC Activity Center (Dolphin Village only) | 24 UPA                               | 0 UPA                    | 18 UPA                               | 18 UPA                   |

Under the current Commercial General land use category, residential densities are permitted at 24 UPA; however, city zoning has never permitted residential units to be built in these areas. This has been the case in the Core, Corey Circle/Coquina, Blind Pass/Gulf Boulevard, and the Activity Center. When the zoning code was created, city officials felt that residential uses and commercial uses did not mix. In many cities today, residential uses have been introduced successfully into some commercial areas in order to revitalize retail districts and neighborhoods. While some changes need to take place in the city's zoning ordinance to allow for this mix, a simple amendment would not be appropriate because only parts of the city with commercial development are also appropriate for residential uses. Other alternatives must be sought.

Additionally, County Plan Rules are written to make non-residential intensities (FAR) mutually exclusive of residential densities. For example, a 10,000 square foot property could have either five residential units or 5,500 square feet of non-residential use, but not both. This limits mixed use potential on a site. In the study area, especially in the downtown Corey Avenue area, existing businesses are typically constructed at an FAR of 1.0, approximately twice the intensity allowed under plan rules. Because of this, under current regulations, there is no possibility of adding residential uses to the site. Under the city's Community Redevelopment Plan and supporting land development regulations, owners will be allowed to have the permitted residential density plus the non-residential FAR, thereby encouraging mixed use developments in most areas.

Land Development Code and State regulations make the redevelopment of resort properties challenging. Height restrictions prevent many properties from reaching their maximum allowable densities. Because of height restrictions, surface parking lots have been built instead of including parking as part of the main structure. Property owners have maximized their building square footage on individual lots with little regard for needed setbacks. Many properties use the entire impervious surface of their lots to build, leaving no room for landscaping, drainage, or open space, (Appendix B, photos 1, 2, 3, 8, 12, 17, 18, 21, and 22).

Density limits on resort properties also do not allow owners to maximize revenue generated from their land. Before density restrictions were in place, some properties in the study area were developed with densities in excess of allowable limits, (Appendix B, photo 13).

Because of a lack of grandfathered densities in the Land Development Code many hotel properties would lose units if redevelopment were to take place. This dissuades property owners from significantly reinvesting in their businesses. While transient properties may be granted greater density than multi-family residential properties, height restrictions prevent these resorts from reaching maximum allowable density. Redevelopment into larger condominium units then becomes the most practical redevelopment option.

Under the city and county's RFM Resort Facilities Medium land use category, residential uses are permitted to be built at 18 Units Per Acre (UPA), and transient accommodation uses are limited to 30 UPA. Analysis provided by RERC in 2002 indicates property owners need approximately a five to one ratio of hotel dwelling units per acre to residential dwelling units per acre in order to make hotel development economically beneficial. At today's land values, this current ratio virtually guarantees that the property in the RFM areas will eventually be converted to condominiums rather than reconstructed as hotels. There is evidence of this in most of the beach communities north of St. Pete Beach. Some so-called condo hotels are being constructed, but they effectively are simply higher density condominiums. Few, if any, of the new condo hotels provide any amenities that would normally be associated with standard hotels.

Hotel redevelopment supports development costs of \$15,000-\$40,000 per unit based on a 2002 RERC study. A \$1,000,000 an acre hotel site would need 25-66 units per acre to justify the land expense. In many cases this is beyond the allowable density, and the costs for demolition or the cost of property assembly needed to create a modern site are not calculated in the expense. Hotels cannot support nearly as high land costs per unit as condominium product. Condominiums can support land prices of \$25,000-\$150,000 and up per unit. As older hotel and motel properties need to be redeveloped, the costs associated frequently exceed the allowable development rights. Properties are losing their competitive position to condominiums as a real estate investment. If the pattern is not altered, the tax base of the City will suffer. While property taxes may not be dramatically different initially, the long-term effects would lead to a decrease in bed taxes and sales taxes. It is estimated that tourists spend four to five times as much daily compared to permanent residents.

#### Finding:

The study area has become a highly urbanized area, dependent on tourist activities and not easily reconfigured to other purposes or activities. Most properties in the study area have been previously developed, but many are deteriorated and many are unoccupied. Lots are too small to support anything other than residential or commercial activity of marginal value. Most transient accommodations are reaching the end of their lifespan. Current conditions make redevelopment of commercial and transient properties exceedingly difficult. In addition, low building value to land value ratios create little incentive to reinvest in current resort properties. The only redevelopment solution for most properties is to convert to a residential condominium use. These development patterns and conditions will only be reinforced over time if not aggressively altered.

#### **2.7. Visual Character, Existing Building and Site Conditions Analysis**

The photographs in Appendix B are reflective of the overall conditions pertinent to the study area. Although most single family homeowners have maintained their properties in the study area, many of the rental properties are dilapidated and poorly maintained. Overall the

housing stock is in marginal condition. More importantly, by today's standards, the non-residential inventory is functionally deteriorated and obsolete by the constraints of small sites, regulations, structure placement, and access. 71 percent of the commercial structures were built before 1971, and only 6 percent were built after 1990. The records demonstrate the lack of new development in the area and the dominance of the older commercial stock. Generally, the exteriors of commercial structures have been decently maintained with fresh paint, but the interiors of commercial structures have deteriorated. The buildings clearly are not up to present building code standards. Many have no handicap facilities and are not in compliance with FEMA standards.

The transportation infrastructure in the study area upon which the long term sustainability of the neighborhood and area depends is not adequate to support a vibrant community and resort industry. Lack of streetscape as well as pedestrian and cycling facilities limit the uses of the network and stunt redevelopment prospects.

The several conditions documented in this analysis act together to undermine any economic values perceived to exist for key tourist uses in the area because they retard a normally functioning market for transactional activity. It is this normally functioning market that acts as the floor for economic value. If that floor cannot be maintained through a continuing exchange between buyers and sellers, economic values will eventually erode. Once that pattern is established, it becomes increasingly difficult to arrest the decline. In addition, the documented conditions are such that they combine to create a physical and social context that is not viable for long term stability.

It is almost axiomatic that areas exhibiting the many deficiencies, inadequacies or deteriorated infrastructure documented in the study area have a greater likelihood of slipping into irreversible economic and physical obsolescence.

### **3. Real Estate Development and Investment Activity**

#### **3.1. Reported Investment and Disinvestment Activity**

Based on 2004 certified tax rolls, there are an estimated 378 residential (18 single-family and 360 multi-family) and 133 commercial structures in the study area, of those commercial structures 21 are hotels or motels. Approximately 590 properties comprise the study area. Homestead exemptions apply to 94 of the parcels of which single-family parcels make up 5 percent. The exact number of properties in the study area is subject to City Commission and County Commission approval. Any changes are expected to reduce the number of parcels, not affecting the overall analysis.

In 2004, the total tax base in the study area was about \$309 million with approximately 72 percent associated with commercial development. It is not surprising that all of the study area's ten largest individual tax payers are hotels and motels essentially located on Gulf Boulevard.

Many buildings in the study area are beginning to reach the end of their useful life. Building value to land value ratios are comparatively low, particularly for various commercial properties which basically have a 1:1 building value to land value ratio. This is a common



signal indicating a need for reinvestment or redevelopment. Land values are high enough to justify significantly more density, but the increase in density is not normally allowed by code.

The 1:1 building value to land value ratio is a very conservative figure looking at every commercial parcel in the study area regardless of how building and land values are calculated. For some parcels, the Pinellas County Property Appraiser does not separate building and land values. In the above scenario we assumed the total value of the property was held in the building and none of the value held in the land. If we eliminate these parcels where the two values are not separated, the building to land value ratio for commercial parcels in the study area is 6:11. This means that land values are almost twice as high as building values. If a building to land value ratio is calculated for all parcels in the study area where building values and land values are separated by the property appraiser, the ratio is 7:13. As with commercial properties, land values are almost twice as high as building values indicating a need for redevelopment. A list of building and land values is located in Appendix D. This list only includes properties where the Property Appraiser has separated building and land values.

The biggest barrier to both tourist oriented uses and residential uses is not demand itself but rather the challenge of creating products that can function within the constraints imposed by site availability and costs. In the 2002 study these conditions do not appear to have changed. RERC completed several hypothetical economic comparisons that point to the difficulty in balancing land costs, density, and the problems associated with site assemblages. In effect, land costs are very high in this setting, and there must be some means of recognizing these values if they are to support a pattern of development favorable to the economic and social interest of the community.

In the ordering of priorities from the hospitality industry, the concerns are not about upgrades but rather concerns are about physically replacing rooms or their equivalents and the City's political and regulatory role in supporting development. The industry reports mixed signals and information that makes it difficult to determine how individual properties should respond to density, coastal controls, and the demands of DCA. Many properties exceed allowable density limits in the study area. If they were to build modern facilities on their property, they would lose many of the transient units that they currently operate. This is a major disincentive for development within the study area.

The development and redevelopment of hospitality facilities is economically difficult in the current economic and regulatory environment for additional reasons. In order for new hotel and motel development to make economic sense to an investor, developers need to be entitled to develop approximately five transient units to every one condominium unit that would be allowed. Most areas in the study area only allow two transient units to every one developable condominium unit. This in effect causes condominium development to be the default redevelopment choice.

As land increases in value disproportionately to the transient structure, it is no longer viable to reinvest unless upgrades can be substantial. The demand for condominium product has driven land value so high in the study area that no other use can economically compete under the current comprehensive plan and land development codes. In this market, only condominium product offers the immediate prospect of satisfying land values in almost any location. If the lodging stock is to be revitalized, increased heights or densities that invite reinvestment are needed.

Given the expected cost of new hotel development, which can range from \$50,000 per room excluding land for a limited service concept to \$400,000 for a luxury concept, there are only limited options for new development. The above costs allow a maximum land cost per room that scales up to about \$40,000 per room such that a higher end, 300 room property could expect to invest some \$9,000,000 - \$11,000,000 in land. Pending further analysis, it appears that current land valuations, in tandem with existing operations that generate adequate revenues and caps on densities, pose a situation where land costs make new hotel development potentially prohibitive absent some focused intervention to bring values more in line with those needed to support new development.

While land costs are high as they are expected to be in a coastal setting, they are not beyond what the commercial market might otherwise support. Still, redevelopment of Gulf Boulevard is probably necessary to spur a healthy mix of retail, restaurants, and other commercial uses in the study area. The downtown area has significant commercial redevelopment potential, but has experienced little new construction for many years. A mix of uses and additional infrastructure improvements need to be pursued to make this a vibrant area.

The residential market in the study area, particularly for condominium product, has remained unabated even as the number of buildable sites has declined. There has been a continued increase in price for condominium product that reflects the steady growth in underlying land values and the difficulty associated with assemblages as well as the need to satisfy local regulatory requirements. Activity is distributed in a wide range of prices. As expected, there are distinctions among beach, intracoastal, and non-water front locations. Still, the values are quite high with substantial residential condominium sales activity averaging \$328,000 from 2003-2004. In 2004, according to current property tax records, a total of 11 condominium units had qualified sales with 82 percent, priced in excess of \$325,000.

#### Finding:

Although the study area has continued to attract some investment, it suffers physical and economic deterioration and dysfunction. Because of regulatory controls and land costs, the study area is underutilized. At a time when the City and County, like many local governments, face budget constraints and pressures to contain growth within a manageable area, the study area offers the prospect of efficient, economically worthwhile, and orderly development, if the documented conditions can be corrected or controlled through a redevelopment regime.

On balance, the market in St. Pete Beach is very favorable for condominiums which are strongly encouraged through allowable densities, and the market is moderately favorable for other commercial development, but the health of the hospitality industry does not favor new development. In the current situation, values work immediately against new hotel development. Barriers are primarily regulatory and an aggressive strategy must intervene or condominium construction will, in effect, become the default development option. Apartment development, in particular, seems unlikely but might be encouraged to provide for diversity in the housing stock.

The analysis reveals the difficulty of maintaining the present land values if new development or major reinvestment is deemed desirable. Only the highest assumed land values can be

absorbed and generally at intensities or densities that are beyond those reasonably encouraged or delivered except in the most highly urbanized markets. At the very least, the analysis points to the immediate need for enhancements so those that wish to retain their property are encouraged to reinvest and/or upgrade. In the context of expressed concerns about entitlement preservation, it is absolutely essential to work toward some kind of intervention strategy.

### **3.2. Crime and Illegal Acts**

Major crime is not a significant issue in the study area, but there are areas within the study area where crime has been particularly noteworthy. According to the police department's expert opinion, the northern part of the study area faces some serious issues including drug activity, domestic abuse, prostitution, alcohol violations, and noise complaints. Because of database issues, quantifiable data for crime is not readily available. Recently a drug bust was made in which 18 people were arrested. Much of this crime could be attributed to the low-quality short-term rental housing in the area.

Police are also active in the beach portion of the study area where, according to police officials, there are an excessive number of service calls. Currently theft and alcohol related issues such as drunk driving and alcohol related assaults are the most significant issues along the beach. The St. Pete Beach Police Department also responds to car theft, hotel and motel room theft, beach theft, and vending machine theft.

Police frequently respond to calls relating to bars and alcohol issues in the area. Aside from drunk driving and assault cases, the police respond to many noise complaints made from nearby residents and visitors. Because some high-rise hotels and condos are located next to one-story bars a tunnel effect is created for the noise produced. Since bars are open until 2 a.m. this has become a major complaint by people in the area.

While the police department operates under a community policing philosophy, no specific initiative is in place. The department works to empower neighborhoods and problem solve.

#### **Finding:**

Although major crime is not pervasive in the study area, there are sections of the study area which require frequent police activity. The northern section of the study area requires significant police attention and needs reinvestment to improve the quality of housing stock in the area and reduce crime. The beach area has problems somewhat unique to the hospitality uses in the area. Solutions for theft in the area and alcohol related crimes should be sought.

### **3.3 Code Violations**

There are isolated areas within the study area where code enforcement is a serious issue. Violations are primarily located in the northern section of the study area. Code violations such as trash violations, minimum housing standard violations, yard violations, and dumpster violations can be regularly seen and lead to blight. Sanitation, plumbing and structural problems, damaged roads, and other life safety issues are prevalent in the area. Bricked up and boarded up windows are pervasive in much of the rental housing in this section of the City. Roaches have also been reported as a problem at some properties.

Many rental properties in this section are deteriorated with ongoing maintenance issues.

The CRA represents approximately seven percent of parcels in the city. According to the latest query of the database of Code Enforcement Cases, there were 540 code cases in the CRA compared to a total of 2,222 code cases throughout the entire city. This means that the CRA represents 24 percent of all code cases. The query did not differentiate the number of violations between one property having multiple code violations and another having only one violation, nor the "quality" of the violations. For example, there is one property owner who owns three properties within the CRA who had 33 code violations among the three properties. Code cases range from properties where individuals were working without the necessary building permits to properties with excessive structural damage.

#### Finding:

The northern section of the study area has some pervasive code violation issues, particularly among its residential rental properties. These issues lead to life safety concerns, and continued code enforcement is necessary to address problems and bring stability to the neighborhood.

#### **4. Criteria for Determining Blight**

In effect, the Redevelopment Act establishes three discrete pathways to determine if a study area is a "blighted area", sufficient to warrant the full application redevelopment powers conveyed under Chapter 163.

- The first alternative ("Alternative One") involves the layering of two tests. The first test is broadly conditional and the second test is criteria specific. Both tests must conclude that the described conditions exist affirmatively.
- The second alternative ("Alternative Two") involves a specific agreement among parties subject to a prospective trust fund agreement. Where such agreement exists, then the jurisdiction seeking to designate a redevelopment area need pass a less rigorous test. As in the first alternative, this test relates to specific criteria and it must conclude affirmatively.
- Notwithstanding the requirements for the first or second alternative, the third alternative ("Alternative Three") involves the Governor certifying the need for emergency assistance under federal law as a result of an emergency under s. 252.34(3), F.S.

##### **4.1. Alternative One**

The *first* of Alternative One's two tests requires that a study area identified as a blighted area contain a "substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property".

The *second* of Alternative One's two tests is that the area must be one in "which two or more of the following factors are present".

- a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
- b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
- c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- d) Unsanitary or unsafe conditions;
- e) Deterioration of site or other improvements;
- f) Inadequate and outdated building density patterns;
- g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
- h) Tax or special assessment delinquency exceeding the fair value of the land;
- i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
- j) Incidence of crime in the area higher than in the remainder of the county or municipality;
- k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
- l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
- m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
- n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.

#### **4.2. Alternative Two**

The Redevelopment Act also allows that a blighted area may be "any area in which at least one of the factors identified in paragraphs (a) through (n) of Section 163.40(8), F.S. are present and all taxing authorities (as such term is defined in the Redevelopment Act) subject to Section 163.387(2)(a), F.S. agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted.

#### **4.3. Alternative Three**

The Redevelopment Act also provides that "when the governing body certifies that an area is in need of redevelopment or rehabilitation as a result of an emergency under s. 252.34(3), F.S., with respect to which the Governor has certified the need for emergency assistance under federal law, that area may be certified as a "blighted area", and the governing body may approve a community redevelopment plan and community redevelopment with respect to such area without regard to the provisions of this section requiring a general plan for the county or municipality and a public hearing on the community redevelopment", Section 163.360(10), F.S. On September, 1, 2004, Governor Jeb Bush declared a state of emergency for the entire State of Florida by Executive Order 04-192 because of Hurricane Francis. On September 4, 2004, FEMA designated Pinellas County as a disaster area by FEMA-1545-DR.

#### **4.4. Assessment of "Substantial Number of Deteriorated or Deteriorating Structures"**

The Redevelopment Act provides little specific criteria or guidance in Section 163.340(8), F.S. regarding the definition or attributes of deteriorating structures other than that implied in the Redevelopment Act which focuses on a series of indicators that in the aggregate are assumed to lead to economic, physical, or social distress. In this case, single-family residential buildings are mostly of acceptable physical condition, but there are a substantial number of deteriorated rental units and non-residential structures in the study area that satisfy the intent of the legislation.

Declining properties are prevalent in the northern section of the study area, particularly among the multi-family rental units. Structures in the area have multiple code violations, drug related crime, and absence of on-site management controls within rental complexes. Many of these buildings have boarded up or bricked up windows, chipped paint, and overall deteriorating site conditions.

In the context of assessing substantial deterioration under the Redevelopment Act, we also believe the term "structures" reasonably includes not only the buildings in the area but also the infrastructure built or constructed decades ago now incapable of supporting substantial redevelopment in the future. The transportation infrastructure upon which the long-term sustainability of the study area depends is deteriorated and insufficient to support a vibrant residential and resort community.

The conditions and circumstances documented in this Report and readily observable in the study area evidence a "substantial number of deteriorated, or deteriorating structures" leading to economic distress that, in their current condition, are certainly capable of endangering life, property, and economic vitality if not substantially modified, retrofitted, repaired, rebuilt, or redeveloped entirely. The overall conditions in the study area are such that they combine to create a context of functional and physical deterioration which is conducive to economic, physical, and social distress.

#### **4.5. Blight Factors Present in the Study Area**

Of the fourteen conditions indicative of blight listed in the Redevelopment Act, our analysis indicates that at least five such conditions exist in the study area and are retarding its immediate and longer term social, economic, and physical development. Alternative One requires that at least two criteria be satisfied. Alternative Two requires that only one criterion be satisfied. Alternative Three requires a separate set of conditions. Below is a summary of the criteria that apply to the study area.

*Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities. (Section 163.340(8)a, F.S.).*

The totality of the study area is comprised of a transportation system that falls below current standards and requires a substantial budgetary commitment to maintain and/or upgrade over time. The key intersection with capacity problems is the Gulf Boulevard/75<sup>th</sup> Avenue/Blind Pass Road intersection. This intersection is the primary traffic obstruction in the study area and needs to be reorganized. Other solutions would require major



Infrastructure changes including acquiring private property to increase roadway rights-of-way.

Driveways and curb cuts along Gulf Boulevard are not consolidated. In as little as 100', 15 driveway cutouts can be found along sections of Gulf Boulevard. Driveways cause significant vehicle and pedestrian safety risks because of the multiple points of potential conflict. The frequency of curb cuts makes consistent streetscape treatment virtually impossible.

Because there are inadequate back or front loading areas at many commercial properties along Gulf Boulevard, delivery trucks are forced to unload in the middle turn lane along Gulf Boulevard. This impedes traffic flow and presents a safety risk to drivers as well as delivery workers.

Gulf Boulevard is the signature street for both St. Pete Beach and the study area, but the road functions solely as a vehicle mover. The main thoroughfare of the study area has an outdated transportation network including, inadequate streetscape, transit facilities, and safety features. The street design does not provide adequate public beach access and is generally deficient of public parking. Except for a metered parking lot adjacent to the County Park and other on-street parking areas, there are no public parking lots or garages in the study area. Overall the existing infrastructure does not provide adequate connections between resort properties and the town center or support a more livable space. The absence of pedestrian transportation infrastructure is further evidence of an inadequate transportation system. Additionally, the bike network in the study area is not sufficient to accommodate alternative modes of transportation, making the overall transportation network inadequate.

Neighborhood connectors such as Boca Ciega and Gulf Winds, lack street trees, signage, traffic calming measures, pedestrian walkways, pedestrian crossings, and legal bike lanes with appropriate signage. Current pedestrian infrastructure conditions are unacceptable in the context of contemporary design standards as they impede alternative modes of mobility. Their current state of disrepair and deterioration discourage investment in the neighborhood because the context is not favorable to long-term ownership of property.

Blind Pass Road between Gulf Boulevard and 75<sup>th</sup> Avenue carries relatively few cars but is oversized with long radii that facilitate high speed driving along the neighborhood corridor. Street trees and sidewalks are inadequate and do not buffer residential uses from the road.

The conditions outlined in this report contribute to the disinvestment of properties along the road. The costs of maintaining and upgrading the entire transportation network can only be expected to increase, and there are no palatable budgetary mechanisms to deal with the conditions described.

*Faulty layout in relation to size, adequacy, accessibility and usefulness. (Chapter 163.340(8)c F.S.).*

The study area is not an area of open land easily reconfigured. The study area has a deficient pattern of existing development that precludes modern standards, design, and safety provisions. The non-residential inventory is obsolete by the constraints of small or

non-conforming sites, regulations, structure placement, and access. Most commercial buildings in the study area violate at least some current land development regulations.

In today's market the small size of many hotel and motel parcels, make redevelopment of properties functionally impossible. Resort properties are deficient in modern site requirements, and the size of lots in combination with height limits makes it difficult to redevelop with contemporary amenities. Height limits cause developers to utilize the entire impervious surface of their lots for the primary structure and surface parking. Without modern amenities resort redevelopment may not be justifiable economically, particularly considering the low building to land value ratios that define the economic rationale for property owners.

Contemporary development practices favor larger sites to enable a variety and mix of uses and activities. The commercial lots in the study area are largely economically dysfunctional or deteriorated because they do not meet contemporary design and investor requirements. The current commercial properties on Gulf Blvd from approximately 60<sup>th</sup> Avenue to 73<sup>rd</sup> Avenue are about 110' deep, which is typically a residential size. To the extent that there are commercial uses on lots that are too small, there has been a resulting impact on residential properties, in the form of incompatible uses being placed in very close proximity without adequate buffers, and sporadic, irregular, poorly managed conversions of residential to retail. Over time, these parcels have evolved into commercial uses, in part as a result of the changing character of Gulf Boulevard as a regional road. However, the shallow parcel depths do not accommodate modern commercial development or parking, and as Gulf Blvd has been incrementally widened, this dysfunctionality has been exacerbated. This phenomenon has also taken place on Blind Pass Road from 76<sup>th</sup> Avenue to approximately 80<sup>th</sup> Avenue.

The typical lot dimensions, in conjunction with immediate proximity to residential areas, preclude adequate space for landscaping or other treatments that might buffer residential zones from commercial uses. Parking for businesses is typically located in the front of the property with insufficient space for landscaping. These design practices increase the appearance of the asphalt width of the road, makes the regular placement of streetlights and trees difficult, and requires individual access points to each business. In some cases, parking has been forced behind commercial properties because of road widening. Rear yard setbacks are so minimal that parking and service areas back up to residential properties without proper buffering. As noted, because of the size and current setbacks service traffic is not easily managed. In many cases redevelopment will never adequately accommodate on site service needs. Overall, current lot layout in the study area makes redevelopment functionally difficult, and the faulty layout and configuration of lots in relation to size, adequacy, and accessibility are suggestive of a functionally obsolete or deteriorated commercial land use pattern.

*Unsanitary or unsafe conditions. (Section 163.340(8)d, F.S.).*

The study area experiences substantial pedestrian traffic typical of a resort area, yet pedestrian infrastructure is absent creating unsafe transportation conditions. Crosswalks from existing parking to the beach are deficient. Spot medians and clear pedestrian crossings are lacking in many areas with high pedestrian traffic creating dangerous conditions. Turn lanes are repeatedly used as refuge spots endangering both pedestrians and vehicular traffic. Cycling conditions are dangerous on the study area's roads.

Designated bike lanes have been added as an afterthought and do not meet transportation width standards. Currently school buses pick up and drop off on Gulf Boulevard causing safety risks particularly considering the inadequate pedestrian conditions along the road. While accidents will occur, whatever safeguards are put in place, clearly having pedestrian and cycling facilities would diminish the number of accidents that might involve pedestrians. Left unchecked, the frequency of accidents will most likely continue to escalate.

Excessive curb cuts in the study area also reduce pedestrian safety. The multiple driveways cause significant pedestrian safety risks and pose safety risks to drivers due to excessive ingress and egress movement. Parking is typically located in front of many commercial properties, and cars often must back out of lots onto the main thoroughfare causing dangerous road conditions.

There are also sanitary and safety concerns about the quality of discharged stormwater. Currently there are not treatment facilities in the City, and stormwater that enters the Boca Ciega Bay undergoes little filtering because almost all ground surface in the area has been absorbed by low density development and surface parking lots.

While there are no septic systems in the study area, there are still sanitary sewer issues. Wastewater pipes in the study area were installed over 50 years ago, and most lines in the area are comprised of VCP clay pipe. The materials allow leakage and infiltration problems.

Floodwater mitigation is not a significant priority for the City, but safety issues still persist. Because of the study area's proximity to the Gulf of Mexico and the Boca Ciega Bay and the low elevation of the study area, and because there is insufficient natural drainage in the area, in the case of high tides and heavy rain little can be done to prevent flooding. When ponding of water occurs and intersections and roads flood, it becomes difficult for safety vehicles to operate. In addition, traffic accidents may occur.

Additional public safety issues occur in the study area. The northern section of the study area requires police attention due to criminal issues. The area has pervasive code violation problems among its residential rental properties, raising life safety concerns. In the Gulf Boulevard commercial area, public safety issues occur because of the use of alcohol in commercial properties serving the beach. Police activity in this area typically involves drunk driving and disorderly conduct and fighting that is intensified because of alcohol use.

*Deterioration of site or other improvements. (Section 163.340(8)e, F.S.).*

By contemporary standards, the non-residential inventory suffers physical deterioration and dysfunction. The primary concern is deterioration in context and setting which will discourage long-term sustainability and lead to a reduction in useful life more rapidly than would be the case in a stable commercial environment.

Many properties within the study area are deteriorated and/or unoccupied. Most transient accommodations are reaching the end of their lifespan, and the redevelopment of hospitality facilities is economically difficult in the current economic and regulatory environment. Many of the commercial improvements in the study area do not meet the demands of a modern marketplace. Although they may not be excessively deteriorated from a physical standpoint, many are nearing or have reached the end of their useful economic life and are functionally deteriorated.

The sanitary sewer system has deteriorated in the study area. Sanitary sewer pipes in the study area are outdated and are causing severe infiltration problems. A significant portion of the wastewater budget is going towards the treatment of infiltrated water. This creates a burden on the sanitary sewer budget considering that only consumed potable water is billed.

*Inadequate and outdated building patterns. (Section 163.340(8)f, F.S.).*

Inadequate and outdated building patterns are prevalent in the study area and can be spotted based on an informal assessment of conditions in the area. The potential intensity of future development is constrained by the dimensions of existing lots in the study area. Contemporary design and regulatory practices are violated by conditions in the study area, and inadequate and outdated building patterns prevent modern standards from being implemented. Deficiencies related to inadequate and outdated building patterns include the following:

- Height restrictions and density restrictions create undesirable design
- Comprehensive Plan and State regulations based on hurricane evacuation at odds with redevelopment
- Planned density difficult to achieve relative to the size and adequacy of platted lots
- Absence or deterioration of infrastructure
- Lack of adequate sidewalks and pedestrian facilities
- Unrestricted and divided ingress and egress among numerous commercial properties
- Commercial infringement into residential areas stemming from the absence of transitional zones that would create buffering opportunities, inadequate lot depth, and poor design controls.

## 5. Conclusions

The study area is one in which a substantial number of deteriorated structures exist and are materially injurious to both the area's and community's overall sustainability. These deteriorated structures and conditions are such they *"are leading to economic distress or endanger life or property...."* as described in the Redevelopment Act.

Such evidence of deteriorated conditions gleaned from study and observation, together with cited and inferred government statistics and other data identify multiple dimensions of social, physical, and economic hardship associated with deteriorated conditions and broad decline, demonstrate a substantial record of blight existing throughout the study area. Our review indicates that conditions in the study area demonstrated five of the earmarks of blight. In addition, because the Governor certified the need for emergency assistance under federal law in the study area, the area may be certified as blighted by the governing body.

The information summarized in this Report is adequate for Pinellas County to acknowledge the described conditions and to adopt a resolution that declares the rehabilitation, redevelopment, and conservation of the study area is in the interest of public health, safety, morals, and welfare.

## **6. Next Steps: Community Redevelopment Plan and Trust Fund**

Identifying a specific Community Redevelopment Area, determining that such area is a blighted area as required by the Redevelopment Act, and establishing a Community Redevelopment Agency are the next logical steps Pinellas County and St. Pete Beach face. Assuming these actions take place, creating a Community Redevelopment Plan for St. Pete Beach is the next step in the redevelopment implementation protocol. A Community Redevelopment Plan cannot be initiated until the City Council and County Commission has formally acknowledged the conditions of blight described herein.

The Community Redevelopment Plan must conform to a variety of criteria established in Section 163.360, F.S. Further, the Community Redevelopment Plan must contain certain elements articulated in Section 163.362, F.S. Collectively, it is the purpose of such elements to serve as a legal framework for activating strategies which would contain these blighted conditions, remove such conditions, and promote development and or redevelopment that facilitates sound, sustainable growth in the St. Pete Beach area of Pinellas County.

The Community Redevelopment Plan need not be a capital improvement plan in the typical sense, but rather can be a framework for creating and implementing a redevelopment strategy that complies with the dictates of the Redevelopment Act. The development of a Community Redevelopment Plan must not only meet the legal requirements of the Redevelopment Act, but foster and facilitate the attraction of capable and cooperative redevelopment partners. Accordingly, a Community Redevelopment Plan that contemplates the attraction of redevelopment partners and recognizes the practical challenges of redevelopment (e.g. the business risks of ownership consolidation and negotiations with multiple qualified redevelopment partners which will demand flexibility as well as the need to leverage available tax increment financing capabilities) can be a particularly powerful tool for the City and County.

The process for considering and adopting a Community Redevelopment Plan also requires mailed notice to all taxing authorities as well as a published notice. Prior to consideration of a Community Redevelopment Plan, the Community Redevelopment Agency must submit the plan to the local planning agency of the County so they may review the Community Redevelopment Plan and make recommendations as to its conformity with the comprehensive plan for the development of the City and County as a whole. This analysis by the local planning agency is a relatively narrow analysis, but is a required intermediate step. Upon submission of the Community Redevelopment Plan to the County and each taxing authority, a public hearing concerning the redevelopment plan is also required. Following such public hearing and a determination by the City and County approving the plan and confirming various statutorily required findings, the Community Redevelopment Plan may then be adopted.

Following the adoption of the Community Redevelopment Plan, City and County ordinances are necessary to establish a community redevelopment trust fund. Funds allocated to and deposited into this fund shall be used by the Community Redevelopment Agency to finance community redevelopment identified in the Community Redevelopment Plan.

# APPENDIX A

## Parcels in Study Area

| Old Pin              | New Pin            |
|----------------------|--------------------|
| 62153136001000000001 | 363115001000000001 |
| 62163206081720000170 | 063216081720000170 |
| 62163206114840000011 | 063216114840000011 |
| 62153136181880000001 | 363115181880000001 |
| 62153136183650000001 | 363115183650000001 |
| 62153136307170000001 | 363115307170000001 |
| 62163206340410000001 | 063216340410000001 |
| 62153201000001100610 | 013215000001100610 |
| 62153136000004400300 | 363115000004400300 |
| 62153136000004400200 | 363115000004400200 |
| 62153136000004400100 | 363115000004400100 |
| 62153136050940250040 | 363115050940250040 |
| 62153136050940260060 | 363115050940260060 |
| 62163206081000000060 | 063216081000000060 |
| 62153136783360070040 | 363115783360070040 |
| 62153136779940420050 | 363115779940420050 |
| 62153136779940470060 | 363115779940470060 |
| 62153136779940540151 | 363115779940540151 |
| 62153136779940560060 | 363115779940560060 |
| 62153136779940570050 | 363115779940570050 |
| 62153136779940570070 | 363115779940570070 |
| 62153136779940570090 | 363115779940570090 |
| 62153136779940570100 | 363115779940570100 |
| 62153136779940570120 | 363115779940570120 |
| 62153136779940710120 | 363115779940710120 |
| 62153136779942250060 | 363115779942250060 |
| 62153136001000000010 | 363115001000000010 |
| 62153136001000000020 | 363115001000000020 |
| 62153136001000000030 | 363115001000000030 |
| 62153136001000000040 | 363115001000000040 |
| 62153136001000000050 | 363115001000000050 |
| 62153136001000000060 | 363115001000000060 |
| 62163206081110000001 | 063216061110000001 |
| 62163206081110000103 | 063216061110000103 |
| 62163206081110000104 | 063216061110000104 |
| 62163206081110000105 | 063216061110000105 |
| 62163206081110000106 | 063216061110000106 |
| 62163206081110000107 | 063216061110000107 |
| 62163206081110000109 | 063216061110000109 |
| 62163206081110000201 | 063216061110000201 |
| 62163206081110000202 | 063216061110000202 |
| 62163206081110000203 | 063216061110000203 |



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**Parcels In Study Area**

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| Old Pin              | New Pin            |
|----------------------|--------------------|
| 62163206061110000204 | 063216061110000204 |
| 62163206061110000205 | 063216061110000205 |
| 62163206061110000206 | 063216061110000206 |
| 62163206061110000207 | 063216061110000207 |
| 62163206061110000208 | 063216061110000208 |
| 62163206061110000209 | 063216061110000209 |
| 62163206061110000210 | 063216061110000210 |
| 62163206061110000301 | 063216061110000301 |
| 62163206061110000302 | 063216061110000302 |
| 62163206061110000303 | 063216061110000303 |
| 62163206061110000304 | 063216061110000304 |
| 62163206061110000305 | 063216061110000305 |
| 62163206061110000306 | 063216061110000306 |
| 62163206061110000307 | 063216061110000307 |
| 62163206061110000308 | 063216061110000308 |
| 62163206061110000309 | 063216061110000309 |
| 62163206061110000310 | 063216061110000310 |
| 62163206061110000401 | 063216061110000401 |
| 62163206061110000402 | 063216061110000402 |
| 62163206061110000403 | 063216061110000403 |
| 62163206061110000404 | 063216061110000404 |
| 62163206061110000405 | 063216061110000405 |
| 62163206061110000406 | 063216061110000406 |
| 62163206061110000407 | 063216061110000407 |
| 62163206061110000408 | 063216061110000408 |
| 62163206061110000409 | 063216061110000409 |
| 62163206061110000410 | 063216061110000410 |
| 62163206061110000501 | 063216061110000501 |
| 62163206061110000502 | 063216061110000502 |
| 62163206061110000503 | 063216061110000503 |
| 62163206061110000504 | 063216061110000504 |
| 62163206061110000505 | 063216061110000505 |
| 62163206061110000506 | 063216061110000506 |
| 62163206061110000507 | 063216061110000507 |
| 62163206061110000508 | 063216061110000508 |
| 62163206061110000509 | 063216061110000509 |
| 62163206061110000510 | 063216061110000510 |
| 62163206061110000601 | 063216061110000601 |
| 62163206061110000602 | 063216061110000602 |
| 62163206061110000603 | 063216061110000603 |
| 62163206061110000604 | 063216061110000604 |
| 62163206061110000605 | 063216061110000605 |
| 62163206061110000606 | 063216061110000606 |

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**Parcels in Study Area**

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| Old Pin              | New Pin            |
|----------------------|--------------------|
| 62163206061110000607 | 063216061110000607 |
| 62163206061110000608 | 063216061110000608 |
| 62163206061110000609 | 063216061110000609 |
| 62163206061110000610 | 063216061110000610 |
| 62163206061110000701 | 063216061110000701 |
| 62163206061110000702 | 063216061110000702 |
| 62163206061110000703 | 063216061110000703 |
| 62163206061110000704 | 063216061110000704 |
| 62163206061110000705 | 063216061110000705 |
| 62163206061110000706 | 063216061110000706 |
| 62163206061110000707 | 063216061110000707 |
| 62163206061110000708 | 063216061110000708 |
| 62163206061110000709 | 063216061110000709 |
| 62163206061110000710 | 063216061110000710 |
| 62163206061110000801 | 063216061110000801 |
| 62163206061110000802 | 063216061110000802 |
| 62163206061110000803 | 063216061110000803 |
| 62163206061110000804 | 063216061110000804 |
| 62163206061110000805 | 063216061110000805 |
| 62163206061110000806 | 063216061110000806 |
| 62163206061110000807 | 063216061110000807 |
| 62163206061110000808 | 063216061110000808 |
| 62163206061110000809 | 063216061110000809 |
| 62163206061110000810 | 063216061110000810 |
| 62163206061110000901 | 063216061110000901 |
| 62163206061110000902 | 063216061110000902 |
| 62163206061110000903 | 063216061110000903 |
| 62163206061110000904 | 063216061110000904 |
| 62163206061110000905 | 063216061110000905 |
| 62163206061110000906 | 063216061110000906 |
| 62163206061110000907 | 063216061110000907 |
| 62163206061110000908 | 063216061110000908 |
| 62163206061110000909 | 063216061110000909 |
| 62163206061110000910 | 063216061110000910 |
| 62163206061110001001 | 063216061110001001 |
| 62163206061110001002 | 063216061110001002 |
| 62163206061110001003 | 063216061110001003 |
| 62163206061110001004 | 063216061110001004 |
| 62163206061110001005 | 063216061110001005 |
| 62163206061110001006 | 063216061110001006 |
| 62163206061110001007 | 063216061110001007 |
| 62163206061110001008 | 063216061110001008 |
| 62163206114840000010 | 063216114840000010 |

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**Parcels in Study Area**

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| Old Pin              | New Pin            |
|----------------------|--------------------|
| 62153201181420000000 | 013215181420000000 |
| 62153201181420000001 | 013215181420000001 |
| 62153136181880000010 | 363115181880000010 |
| 62153136181880000020 | 363115181880000020 |
| 62153136181880000030 | 363115181880000030 |
| 62153136181880000040 | 363115181880000040 |
| 62153136181880000050 | 363115181880000050 |
| 62153136181880000060 | 363115181880000060 |
| 62153136183650000010 | 363115183650000010 |
| 62153136183650000020 | 363115183650000020 |
| 62153136183650000030 | 363115183650000030 |
| 62153136183650000040 | 363115183650000040 |
| 62153136183650000050 | 363115183650000050 |
| 62153136183650000060 | 363115183650000060 |
| 62153136307170006630 | 363115307170006630 |
| 62153136307170006640 | 363115307170006640 |
| 62153136307170006650 | 363115307170006650 |
| 62153136307170006660 | 363115307170006660 |
| 62153136307170006670 | 363115307170006670 |
| 62163206341370000001 | 063216341370000001 |
| 62163206341370001010 | 063216341370001010 |
| 62163206341370001020 | 063216341370001020 |
| 62163206341370001030 | 063216341370001030 |
| 62163206341370001040 | 063216341370001040 |
| 62163206341370002010 | 063216341370002010 |
| 62163206341370002020 | 063216341370002020 |
| 62163206341370002030 | 063216341370002030 |
| 62163206341370002040 | 063216341370002040 |
| 62163206341370003010 | 063216341370003010 |
| 62163206341370003020 | 063216341370003020 |
| 62163206341370003030 | 063216341370003030 |
| 62163206341370003040 | 063216341370003040 |
| 62163206341370004010 | 063216341370004010 |
| 62163206341370004020 | 063216341370004020 |
| 62163206341370004030 | 063216341370004030 |
| 62163206341370004040 | 063216341370004040 |
| 62163206341370005010 | 063216341370005010 |
| 62163206341370005020 | 063216341370005020 |
| 62163206341370005030 | 063216341370005030 |
| 62163206341370005040 | 063216341370005040 |
| 62163206341370006010 | 063216341370006010 |
| 62163206341370006020 | 063216341370006020 |
| 62163206341370006030 | 063216341370006030 |

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**Parcels in Study Area**

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| Old Pin              | New Pin            |
|----------------------|--------------------|
| 62163206341370006040 | 063216341370006040 |
| 62163206341370007010 | 063216341370007010 |
| 62163206341370007020 | 063216341370007020 |
| 62163206341370007030 | 063216341370007030 |
| 62163206341370007040 | 063216341370007040 |
| 62163206341370008010 | 063216341370008010 |
| 62163206341370008020 | 063216341370008020 |
| 62163206341370008030 | 063216341370008030 |
| 62163206341370008040 | 063216341370008040 |
| 62163206341370009010 | 063216341370009010 |
| 62163206341370009020 | 063216341370009020 |
| 62163206341370009030 | 063216341370009030 |
| 62163206341370009040 | 063216341370009040 |
| 62163206340410002010 | 063216340410002010 |
| 62163206340410002020 | 063216340410002020 |
| 62163206340410002040 | 063216340410002040 |
| 62163206340410003010 | 063216340410003010 |
| 62163206340410003020 | 063216340410003020 |
| 62163206340410003030 | 063216340410003030 |
| 62163206340410003040 | 063216340410003040 |
| 62163206340410004010 | 063216340410004010 |
| 62163206340410004020 | 063216340410004020 |
| 62163206340410004030 | 063216340410004030 |
| 62163206340410004040 | 063216340410004040 |
| 62163206340410005010 | 063216340410005010 |
| 62163206340410005020 | 063216340410005020 |
| 62163206340410005030 | 063216340410005030 |
| 62163206340410005040 | 063216340410005040 |
| 62163206340410006010 | 063216340410006010 |
| 62163206340410006020 | 063216340410006020 |
| 62163206340410006030 | 063216340410006030 |
| 62163206340410006040 | 063216340410006040 |
| 62163206341830000001 | 063216341830000001 |
| 62163206341830000101 | 063216341830000101 |
| 62163206341830000102 | 063216341830000102 |
| 62163206341830000103 | 063216341830000103 |
| 62163206341830000104 | 063216341830000104 |
| 62163206341830000105 | 063216341830000105 |
| 62163206341830000106 | 063216341830000106 |
| 62163206341830000107 | 063216341830000107 |
| 62163206341830000108 | 063216341830000108 |
| 62163206341830000201 | 063216341830000201 |
| 62163206341830000202 | 063216341830000202 |

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**Parcels in Study Area**

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| Old Pin              | New Pin            |
|----------------------|--------------------|
| 62163206341830000203 | 063216341830000203 |
| 62163206341830000204 | 063216341830000204 |
| 62163206341830000205 | 063216341830000205 |
| 62163206341830000206 | 063216341830000206 |
| 62163206341830000207 | 063216341830000207 |
| 62163206341830000208 | 063216341830000208 |
| 62163206341830000301 | 063216341830000301 |
| 62163206341830000302 | 063216341830000302 |
| 62163206341830000303 | 063216341830000303 |
| 62163206341830000304 | 063216341830000304 |
| 62163206341830000305 | 063216341830000305 |
| 62163206341830000306 | 063216341830000306 |
| 62163206341830000307 | 063218341830000307 |
| 62163206341830000308 | 063216341830000308 |
| 62163206341830000401 | 063218341830000401 |
| 62163206341830000402 | 063216341830000402 |
| 62163206341830000403 | 063216341830000403 |
| 62163206341830000404 | 063216341830000404 |
| 62163206341830000405 | 063216341830000405 |
| 62163206341830000406 | 063216341830000406 |
| 62163206341830000407 | 063216341830000407 |
| 62163206341830000408 | 063216341830000408 |
| 62163206341830000501 | 063216341830000501 |
| 62163206341830000502 | 063216341830000502 |
| 62163206341830000503 | 063216341830000503 |
| 62163206341830000504 | 063216341830000504 |
| 62163206341830000505 | 063216341830000505 |
| 62163206341830000506 | 063216341830000506 |
| 62163206341830000507 | 063216341830000507 |
| 62163206341830000508 | 063216341830000508 |
| 62163206793780000105 | 063216793780000105 |
| 62163206793780000106 | 063216793780000106 |
| 62163206793780000107 | 063216793780000107 |
| 62163206793780000108 | 063216793780000108 |
| 62163206793780000109 | 063216793780000109 |
| 62163206793780000110 | 063216793780000110 |
| 62163206793780000201 | 063216793780000201 |
| 62163206793780000202 | 063216793780000202 |
| 62163206793780000203 | 063216793780000203 |
| 62163206793780000204 | 063216793780000204 |
| 62163206793780000205 | 063216793780000205 |
| 62163206793780000206 | 063216793780000206 |
| 62163206793780000207 | 063216793780000207 |

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**Parcels in Study Area**

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| Old Pin              | New Pin            |
|----------------------|--------------------|
| 62163206793780000208 | 063216793780000208 |
| 62163206793780000209 | 063216793780000209 |
| 62163206793780000210 | 063216793780000210 |
| 62163206793780000301 | 063216793780000301 |
| 62163206793780000302 | 063216793780000302 |
| 62163206793780000303 | 063216793780000303 |
| 62163206793780000304 | 063216793780000304 |
| 62163206793780000305 | 063216793780000305 |
| 62163206793780000306 | 063216793780000306 |
| 62163206793780000307 | 063216793780000307 |
| 62163206793780000308 | 063216793780000308 |
| 62163206793780000309 | 063216793780000309 |
| 62163206793780000310 | 063216793780000310 |
| 62163206793780000401 | 063216793780000401 |
| 62163206793780000402 | 063216793780000402 |
| 62163206793780000403 | 063216793780000403 |
| 62163206793780000404 | 063216793780000404 |
| 62163206793780000405 | 063216793780000405 |
| 62163206793780000406 | 063216793780000406 |
| 62163206793780000407 | 063216793780000407 |
| 62163206793780000408 | 063216793780000408 |
| 62163206793780000409 | 063216793780000409 |
| 62163206793780000410 | 063216793780000410 |
| 62163206793780000501 | 063216793780000501 |
| 62163206793780000502 | 063216793780000502 |
| 62163206793780000503 | 063216793780000503 |
| 62163206793780000504 | 063216793780000504 |
| 62163206793780000505 | 063216793780000505 |
| 62163206793780000506 | 063216793780000506 |
| 62163206793780000507 | 063216793780000507 |
| 62163206793780000508 | 063216793780000508 |
| 62163206793780000509 | 063216793780000509 |
| 62163206793780000510 | 063216793780000510 |
| 62163206793780000601 | 063216793780000601 |
| 62163206793780000602 | 063216793780000602 |
| 62163206793780000603 | 063216793780000603 |
| 62163206793780000604 | 063216793780000604 |
| 62163206793780000605 | 063216793780000605 |
| 62163206793780000606 | 063216793780000606 |
| 62163206793780000607 | 063216793780000607 |
| 62163206793780000608 | 063216793780000608 |
| 62163206793780000609 | 063216793780000609 |
| 62163206793780000610 | 063216793780000610 |



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**Parcels in Study Area**

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| Old Pin              | New Pin            |
|----------------------|--------------------|
| 62163206793780000701 | 063216793780000701 |
| 62163206793780000702 | 063216793780000702 |
| 62163206793780000703 | 063216793780000703 |
| 62163206793780000704 | 063216793780000704 |
| 62163206793780000705 | 063216793780000705 |
| 62163206793780000706 | 063216793780000706 |
| 62163206793780000707 | 063216793780000707 |
| 62163206793780000708 | 063216793780000708 |
| 62163206793780000709 | 063216793780000709 |
| 62163206793780000710 | 063216793780000710 |
| 62163206793780000801 | 063216793780000801 |
| 62163206793780000802 | 063216793780000802 |
| 62163206793780000803 | 063216793780000803 |
| 62163206793780000804 | 063216793780000804 |
| 62163206793780000805 | 063216793780000805 |
| 62163206793780000806 | 063216793780000806 |
| 62163206793780000807 | 063216793780000807 |
| 62163206793780000808 | 063216793780000808 |
| 62163206793780000809 | 063216793780000809 |
| 62163206793780000810 | 063216793780000810 |
| 62163206793780000901 | 063216793780000901 |
| 62163206793780000902 | 063216793780000902 |
| 62163206793780000903 | 063216793780000903 |
| 62163206793780000904 | 063216793780000904 |
| 62163206793780000905 | 063216793780000905 |
| 62163206793780000906 | 063216793780000906 |
| 62163206793780000907 | 063216793780000907 |
| 62163206793780000908 | 063216793780000908 |
| 62163206793780000909 | 063216793780000909 |
| 62163206793780000910 | 063216793780000910 |
| 62163206793780001001 | 063216793780001001 |
| 62163206793780001002 | 063216793780001002 |
| 62163206793780001003 | 063216793780001003 |
| 62163206793780001004 | 063216793780001004 |
| 62163206793780001005 | 063216793780001005 |
| 62163206793780001006 | 063216793780001006 |
| 62163206793780001007 | 063216793780001007 |
| 62163206793780001008 | 063216793780001008 |
| 62163206793780001009 | 063216793780001009 |
| 62163206793780001010 | 063216793780001010 |
| 62163206793780001101 | 063216793780001101 |
| 62163206793780001102 | 063216793780001102 |
| 62163206793780001104 | 063216793780001104 |

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**Parcels In Study Area**

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| Old Pin              | New Pin            |
|----------------------|--------------------|
| 62163206793780001105 | 063216793780001105 |
| 62163206793780001106 | 063216793780001106 |
| 62163206793780001107 | 063216793780001107 |
| 62163206793780001108 | 063216793780001108 |
| 62163206793780001109 | 063216793780001109 |
| 62163206793780001110 | 063216793780001110 |
| 62153136050940260010 | 363115050940260010 |
| 62163206081000000120 | 063216081000000120 |
| 62163206081000000130 | 063216081000000130 |
| 62163206081180000460 | 063216081180000460 |
| 62163206081720000210 | 063216081720000210 |
| 62153136347760060010 | 363115347760060010 |
| 62153136000004400400 | 363115000004400400 |
| 62153125780840000141 | 253115780840000141 |
| 62153136779940540150 | 363115779940540150 |
| 62153136779940560010 | 363115779940560010 |
| 62153136779940560020 | 363115779940560020 |
| 62153136779940560050 | 363115779940560050 |
| 62153136779940560070 | 363115779940560070 |
| 62153136779940560100 | 363115779940560100 |
| 62153136779940570010 | 363115779940570010 |
| 62153136779940570020 | 363115779940570020 |
| 62153136779940570060 | 363115779940570060 |
| 62153136779940570110 | 363115779940570110 |
| 62153136779940570130 | 363115779940570130 |
| 62153136779940570150 | 363115779940570150 |
| 62153136779940570160 | 363115779940570160 |
| 62153136779940580020 | 363115779940580020 |
| 62153136779940580030 | 363115779940580030 |
| 62153136779940580050 | 363115779940580050 |
| 62153136779940580080 | 363115779940580080 |
| 62153136779940680130 | 363115779940680130 |
| 62153136779940700004 | 363115779940700004 |
| 62153136779940710050 | 363115779940710050 |
| 62153136779940710100 | 363115779940710100 |
| 62153136779940710130 | 363115779940710130 |
| 62153136779940710140 | 363115779940710140 |
| 62153136779940740060 | 363115779940740060 |
| 62153136779942250030 | 363115779942250030 |
| 62153136779942250050 | 363115779942250050 |
| 62153136779942250070 | 363115779942250070 |
| 62153136779942250080 | 363115779942250080 |
| 62153136779942250081 | 363115779942250081 |

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**Parcels in Study Area**

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| Old Pin              | New Pin            |
|----------------------|--------------------|
| 62153136050940260020 | 363115050940260020 |
| 62153136306720530020 | 363115306720530020 |
| 62153136306720530030 | 363115306720530030 |
| 62153136306720530040 | 363115306720530040 |
| 62153136306720530050 | 363115306720530050 |
| 62153136306720530060 | 363115306720530060 |
| 62153136306720530070 | 363115306720530070 |
| 62153136306720530080 | 363115306720530080 |
| 62153136306720620240 | 363115306720620240 |
| 62153136306720620250 | 363115306720620250 |
| 62153136306720620260 | 363115306720620260 |
| 62153136306720620270 | 363115306720620270 |
| 62153136306720620280 | 363115306720620280 |
| 62153136306720620290 | 363115306720620290 |
| 62153136306720620300 | 363115306720620300 |
| 62153201347940060100 | 013215347940060100 |
| 62153201347940060110 | 013215347940060110 |
| 62153201347940060120 | 013215347940060120 |
| 62153201347940060130 | 013215347940060130 |
| 62153201347940060140 | 013215347940060140 |
| 62153136347760050120 | 363115347760050120 |
| 62153136347760050140 | 363115347760050140 |
| 62153136000003100400 | 363115000003100400 |
| 62153136000003100600 | 363115000003100600 |
| 62153136783360040010 | 363115783360040010 |
| 62153136783360050080 | 363115783360050080 |
| 62153136783360050100 | 363115783360050100 |
| 62153136783360060110 | 363115783360060110 |
| 62153136783360080270 | 363115783360080270 |
| 62153136783360080280 | 363115783360080280 |
| 62153136783360080290 | 363115783360080290 |
| 62153136783360080300 | 363115783360080300 |
| 62153136779940430130 | 363115779940430130 |
| 62153136779940540030 | 363115779940540030 |
| 62153136779940540110 | 363115779940540110 |
| 62153136779940540140 | 363115779940540140 |
| 62153136779940550150 | 363115779940550150 |
| 62153136779940560110 | 363115779940560110 |
| 62153136779940570030 | 363115779940570030 |
| 62153136779940580010 | 363115779940580010 |
| 62153136779940600140 | 363115779940600140 |
| 62153136779940600150 | 363115779940600150 |
| 62153136779940610090 | 363115779940610090 |

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**Parcels in Study Area**

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| Old Pin              | New Pin            |
|----------------------|--------------------|
| 62153136779940620030 | 363115779940620030 |
| 62153136779940620050 | 363115779940620050 |
| 62153136779940620130 | 363115779940620130 |
| 62153136779940700002 | 363115779940700002 |
| 62153136779940700003 | 363115779940700003 |
| 62153136779940700006 | 363115779940700006 |
| 62153136779940700007 | 363115779940700007 |
| 62153136779940710060 | 363115779940710060 |
| 62153136779940710070 | 363115779940710070 |
| 62153136779940740160 | 363115779940740160 |
| 62153136000003100100 | 363115000003100100 |
| 62153136347760010030 | 363115347760010030 |
| 62153136347760020090 | 363115347760020090 |
| 62153136347760050090 | 363115347760050090 |
| 62153136347760050150 | 363115347760050150 |
| 62153136347760060060 | 363115347760060060 |
| 62153136347760060070 | 363115347760060070 |
| 62163206000003300800 | 063216000003300800 |
| 62163206000003300500 | 063216000003300500 |
| 62163206000003301000 | 063216000003301000 |
| 62153136783360030010 | 363115783360030010 |
| 62153136783360040050 | 363115783360040050 |
| 62153136783360040060 | 363115783360040060 |
| 62153136783360050010 | 363115783360050010 |
| 62153136783360050070 | 363115783360050070 |
| 62153136783360070060 | 363115783360070060 |
| 62153136783360080010 | 363115783360080010 |
| 62153136779940420010 | 363115779940420010 |
| 62153136779940420030 | 363115779940420030 |
| 62153136779940430140 | 363115779940430140 |
| 62153136779940470030 | 363115779940470030 |
| 62153136779940540050 | 363115779940540050 |
| 62153136779940540090 | 363115779940540090 |
| 62153136779940540120 | 363115779940540120 |
| 62153136779940540130 | 363115779940540130 |
| 62153136779940540180 | 363115779940540180 |
| 62153136779940560130 | 363115779940560130 |
| 62153136779940590010 | 363115779940590010 |
| 62153136779940600010 | 363115779940600010 |
| 62153136779940600070 | 363115779940600070 |
| 62153136779940600080 | 363115779940600080 |
| 62153136779940600130 | 363115779940600130 |
| 62153136779940600160 | 363115779940600160 |

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**Parcels in Study Area**

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| Old Pin              | New Pin            |
|----------------------|--------------------|
| 62153136779940610010 | 363115779940610010 |
| 62153136779940610030 | 363115779940610030 |
| 62153136779940610120 | 363115779940610120 |
| 62153136779940620090 | 363115779940620090 |
| 62153136779940680010 | 363115779940680010 |
| 62153136779940680030 | 363115779940680030 |
| 62153136779940680140 | 363115779940680140 |
| 62153136779940740130 | 363115779940740130 |
| 62153136779940750010 | 363115779940750010 |
| 62153136347760060050 | 363115347760060050 |
| 62163206655200000010 | 063216655200000010 |
| 62153136783360020030 | 363115783360020030 |
| 62153136783360070010 | 363115783360070010 |
| 62153125780840000143 | 253115760840000143 |
| 62153136779940420040 | 363115779940420040 |
| 62153136779940460130 | 363115779940460130 |
| 62153136779940600110 | 363115779940600110 |
| 62153136779940890110 | 363115779940690110 |
| 62153136779940740100 | 363115779940740100 |
| 62153136306720520100 | 363115306720520100 |
| 62153136306720530010 | 363115306720530010 |
| 62153136347760050110 | 363115347760050110 |
| 62153136347760050160 | 363115347760050160 |
| 62153136783360020010 | 363115783360020010 |
| 62153136783360030080 | 363115783360030080 |
| 62153136779940430150 | 363115779940430150 |
| 62153136779940540040 | 363115779940540040 |
| 62153136779940550030 | 363115779940550030 |
| 62153136779940560120 | 363115779940560120 |
| 62153136779940670010 | 363115779940670010 |
| 62153136779940710150 | 363115779940710150 |
| 62153136779940730150 | 363115779940730150 |
| 62153136306720620230 | 363115306720620230 |
| 62153136000001400300 | 363115000001400300 |
| 62153136347760050100 | 363115347760050100 |
| 62153136347760060030 | 363115347760060030 |
| 62153136779940620040 | 363115779940620040 |
| 62153136779940680180 | 363115779940680180 |
| 62153136779940700005 | 363115779940700005 |
| 62153136779940710110 | 363115779940710110 |
| 62153136779940740070 | 363115779940740070 |
| 62163206081000000140 | 063216081000000140 |
| 62163206081540000010 | 063216061540000010 |

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**Parcels in Study Area**

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| Old Pin              | New Pin            |
|----------------------|--------------------|
| 62163206000003301400 | 063216000003301400 |
| 62153136135900000010 | 363115135900000010 |
| 62153136000001400100 | 363115000001400100 |
| 62153136347760050130 | 363115347760050130 |
| 62153136347760060040 | 363115347760060040 |
| 62153136783360010010 | 363115783360010010 |
| 62153136783360040020 | 363115783360040020 |
| 62153125780840000142 | 253115780840000142 |
| 62153136779940580040 | 363115779940580040 |
| 62153136779940580060 | 363115779940580060 |
| 62153136779940600120 | 363115779940600120 |
| 62153136779940620080 | 363115779940620080 |
| 62153136779940690010 | 363115779940690010 |
| 62153136779940690060 | 363115779940690060 |
| 62153136779940710010 | 363115779940710010 |
| 62163206000003300900 | 063216000003300900 |
| 62153136347760010010 | 363115347760010010 |
| 62153136783360020070 | 363115783360020070 |
| 62153136783360060010 | 363115783360060010 |
| 62153136779940550080 | 363115779940550080 |
| 62153136779940700001 | 363115779940700001 |
| 62153136779940620131 | 363115779940620131 |
| 62153136306720630230 | 363115306720630230 |
| 62153136347760080080 | 363115347760080080 |
| 62153136779940470010 | 363115779940470010 |
| 62153136779940600030 | 363115779940600030 |
| 62153136779940740010 | 363115779940740010 |
| 62153136779940740110 | 363115779940740110 |
| 62153136779942250010 | 363115779942250010 |
| 62153136779940610110 | 363115779940610110 |
| 62153136347760080020 | 363115347760080020 |
| 62153136000003100500 | 363115000003100500 |
| 62153136779940570040 | 363115779940570040 |
| 62153136779940690130 | 363115779940690130 |
| 62153136000001400400 | 363115000001400400 |
| 62153201000001100400 | 013215000001100400 |
| 62153201000001100200 | 013215000001100200 |
| 62153201000001100300 | 013215000001100300 |
| 62153201000001100500 | 013215000001100500 |
| 62153201000001100100 | 013215000001100100 |
| 62163206000003300300 | 063216000003300300 |
| 62163206000002300200 | 063216000002300200 |
| 62163206000003300400 | 063216000003300400 |



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**Parcels in Study Area**


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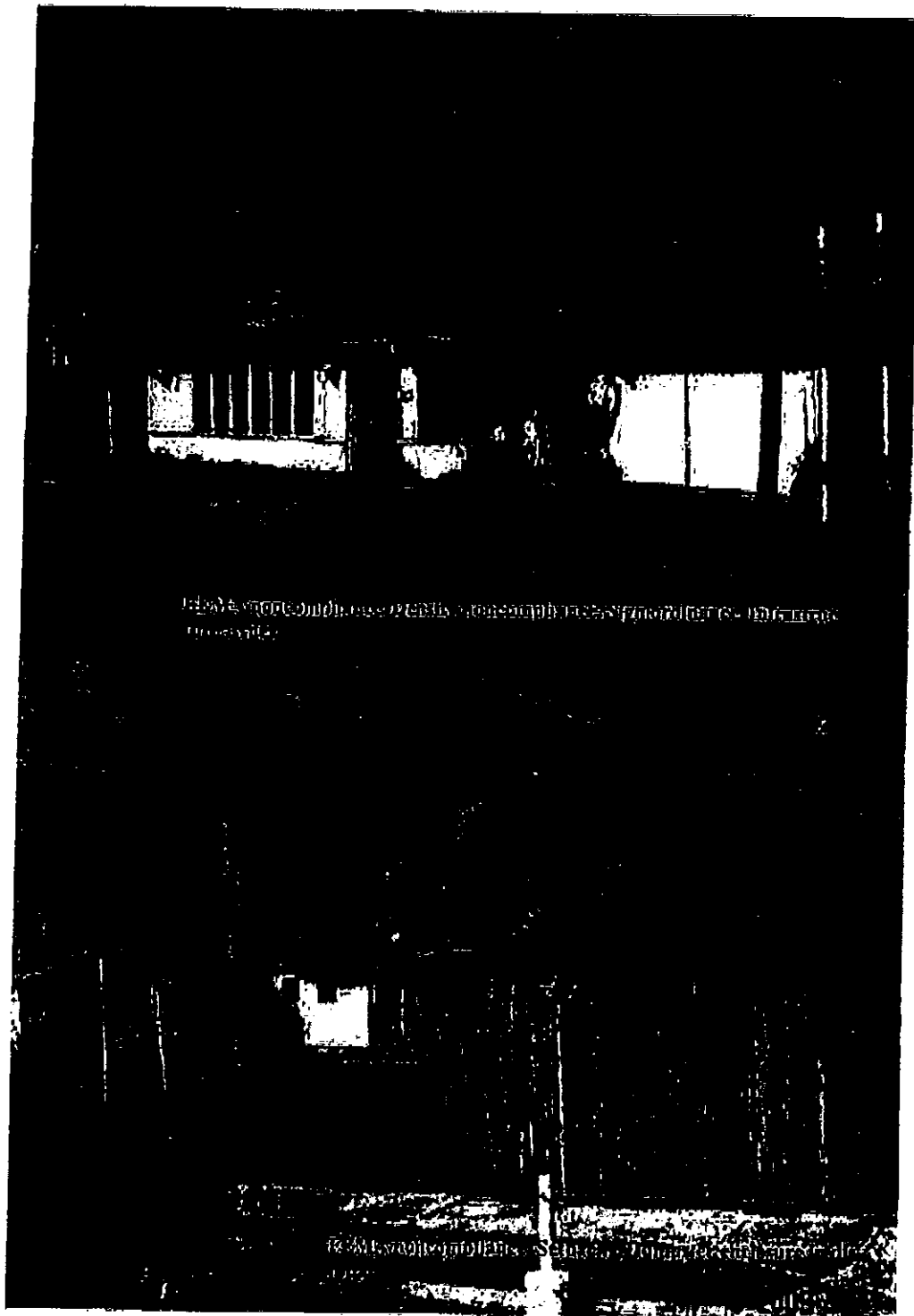
| Old Pin              | New Pin            |
|----------------------|--------------------|
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| 62163206000002300300 | 063216000002300300 |
| 62163206000003200500 | 063216000003200500 |
| 62163206801720000010 | 063216801720000010 |
| 62153136779940460160 | 363115779940460160 |
| 62153136779940560030 | 363115779940560030 |
| 62153136779940560080 | 363115779940560080 |
| 62153136779940570080 | 363115779940570080 |
| 62153136779940580070 | 363115779940580070 |
| 62153136779940580100 | 363115779940580100 |
| 62153136779940580150 | 363115779940580150 |
| 62153136779940710080 | 363115779940710080 |
| 62153136347760060090 | 363115347760060090 |
| 62153136779940670100 | 363115779940670100 |
| 62153136779940730151 | 363115779940730151 |
| 62153136779940580090 | 363115779940580090 |
| 62153136779940690100 | 363115779940690100 |
| 62153136051120050040 | 363115051120050040 |
| 62153136050940250030 | 363115050940250030 |
| 62153136051120050010 | 363115051120050010 |
| 62153136051120050050 | 363115051120050050 |
| 62153136779940610140 | 363115779940610140 |
| 62153136050940250010 | 363115050940250010 |
| 62153136306720520090 | 363115306720520090 |
| 62153136050940260030 | 363115050940260030 |
| 62153136306720630160 | 363115306720630160 |
| 62153136779880000010 | 363115779880000010 |
| 62153136779940540010 | 363115779940540010 |
| 62153136779940550010 | 363115779940550010 |
| 62153136051300020020 | 363115051300020020 |
| 62163206000003301300 | 063216000003301300 |
| 62153136779940690030 | 363115779940690030 |

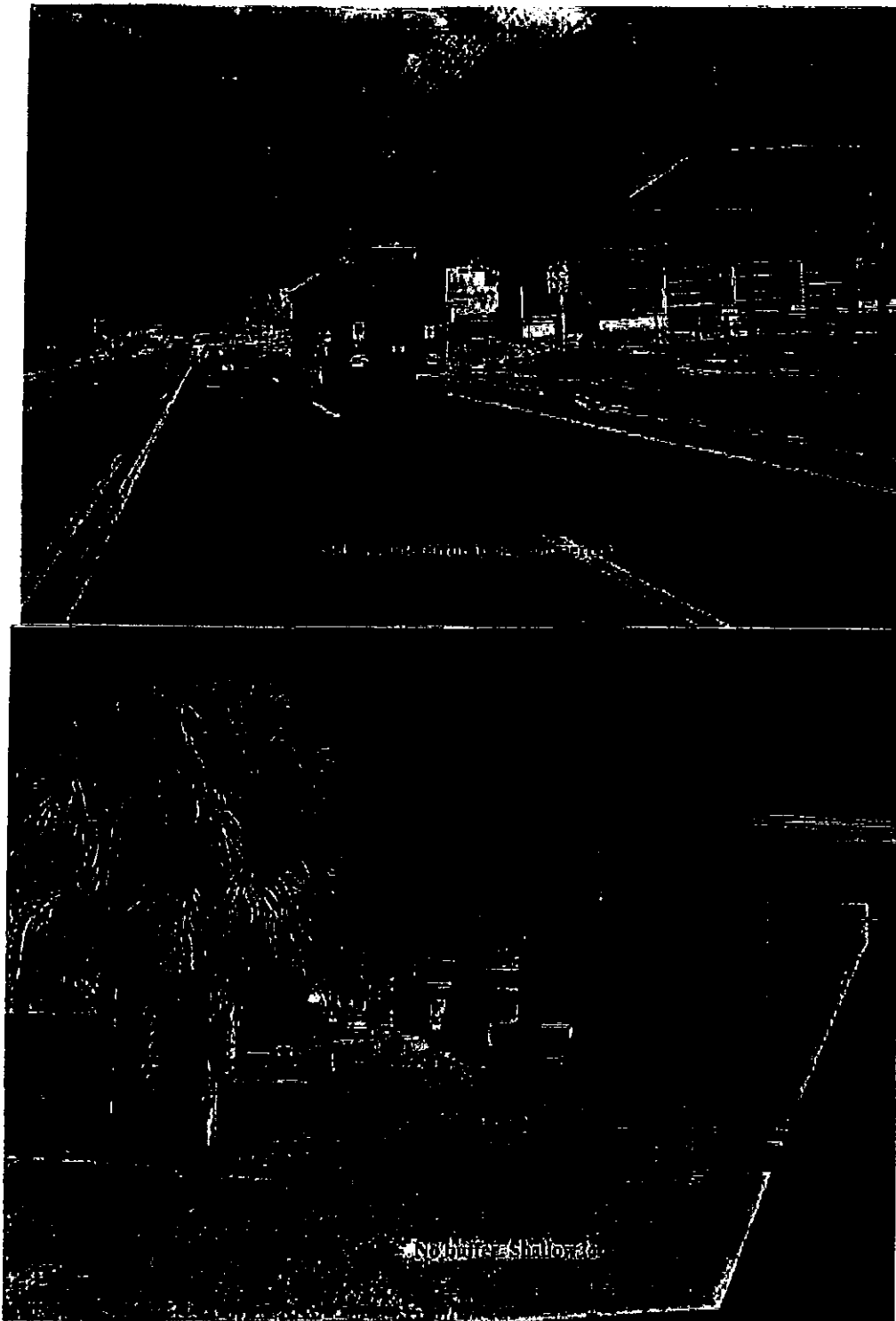
## **APPENDIX B**

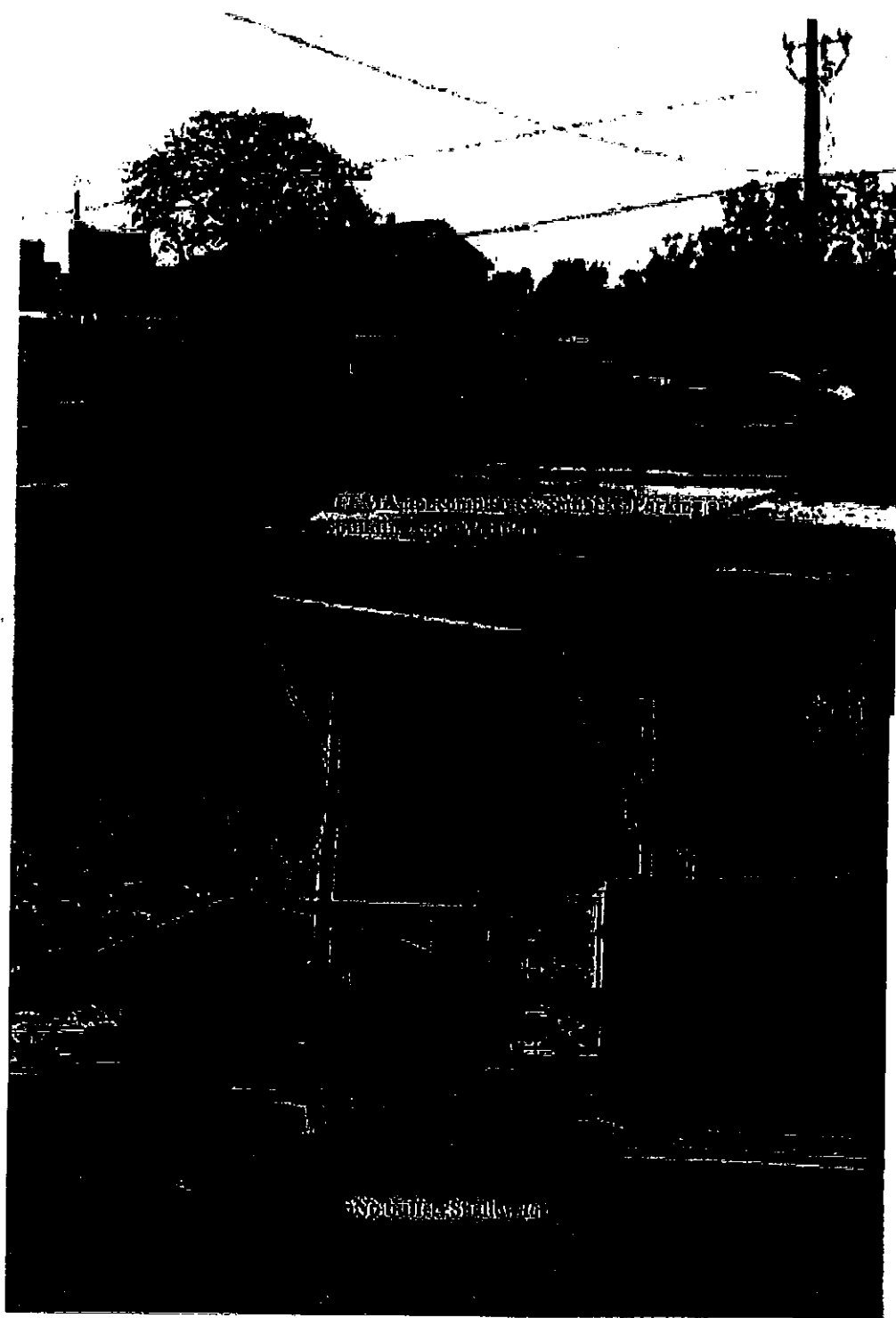
### **Study Area Photographs**

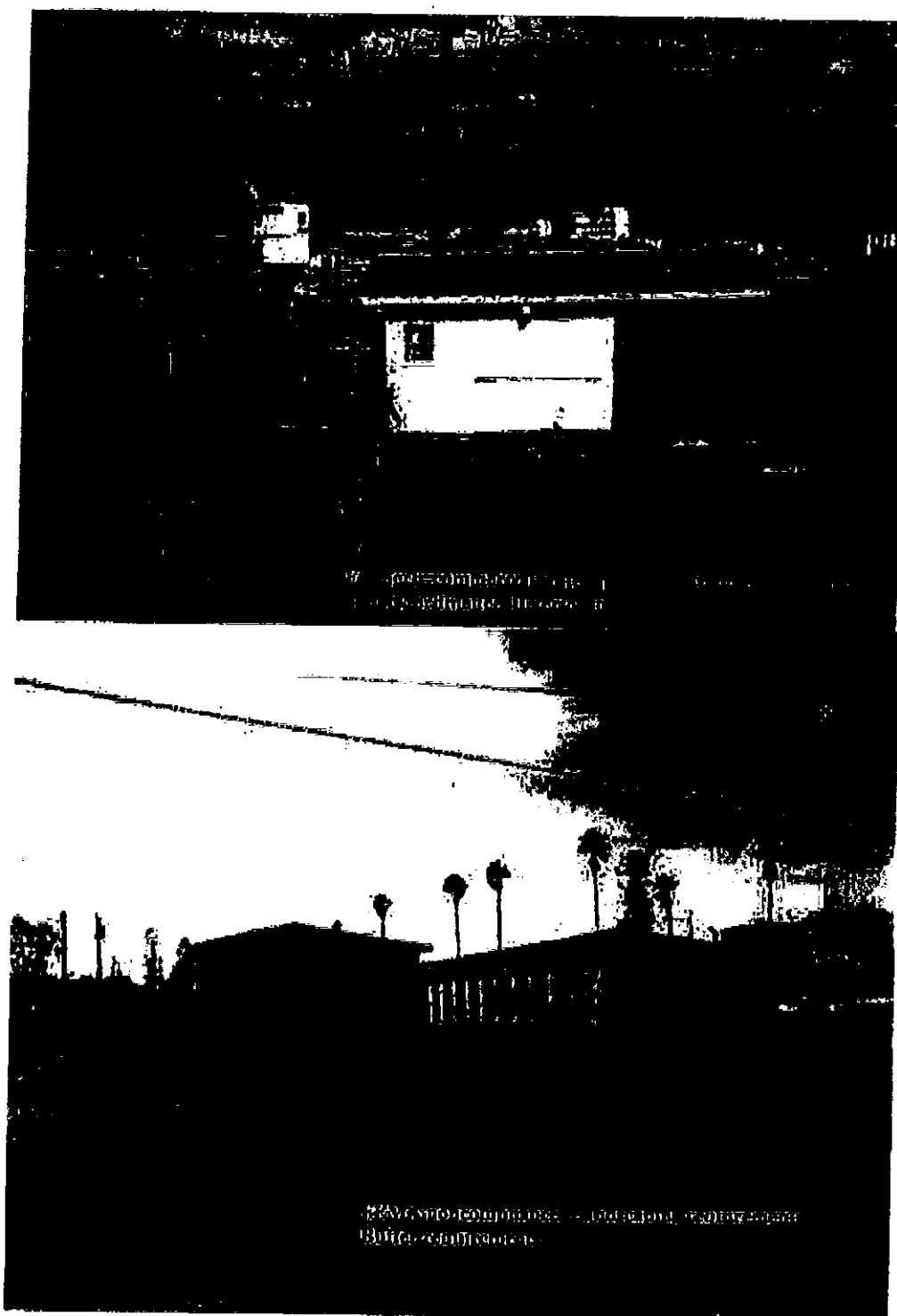
The following photographs document the overall conditions pertinent to the study area and outlined in the Finding of Necessity report. Although most single family homeowners have maintained their properties in the study area, many of the rental properties are dilapidated and poorly maintained. In addition, by today's standards, the non-residential inventory is functionally deteriorated and obsolete by the constraints of small sites, regulations, structure placement, and access.

The transportation infrastructure in the study area upon which the long term sustainability of the neighborhood and area depends is not adequate to support a vibrant community and resort industry. Lack of streetscape as well as pedestrian and cycling facilities limit the uses of the network and stunt redevelopment prospects.

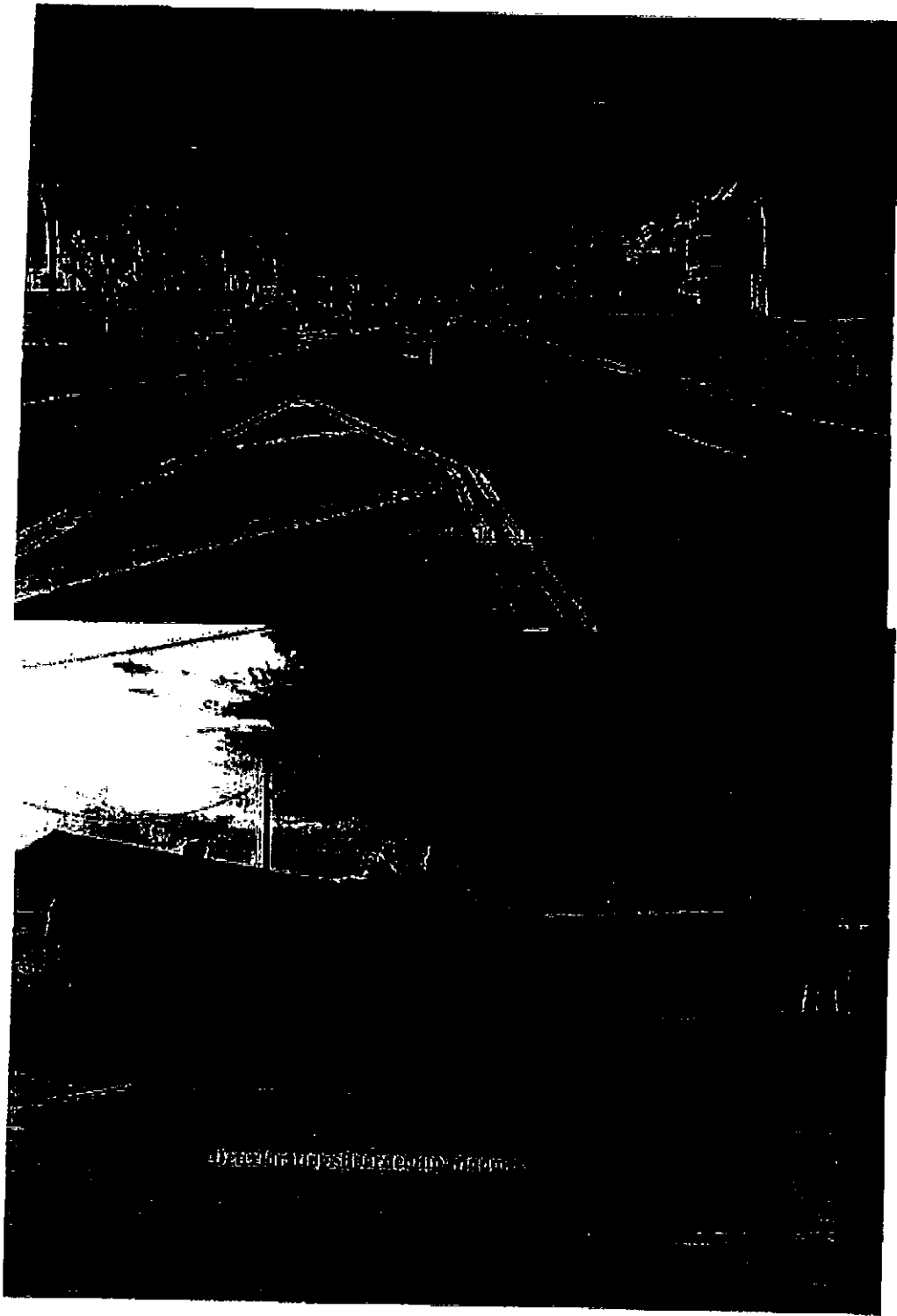


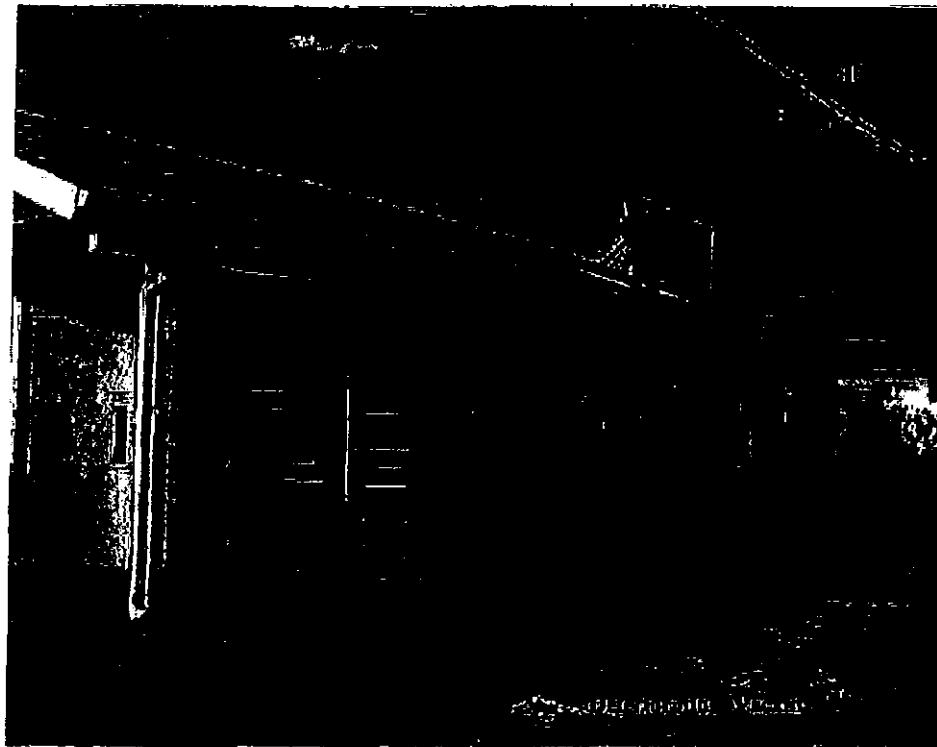


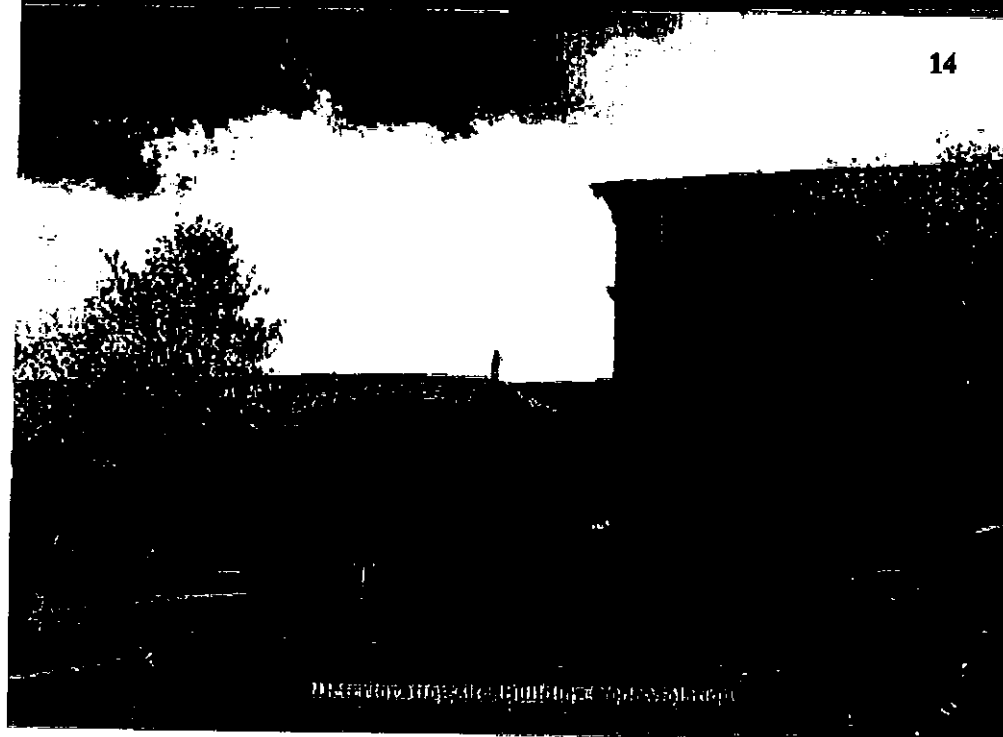


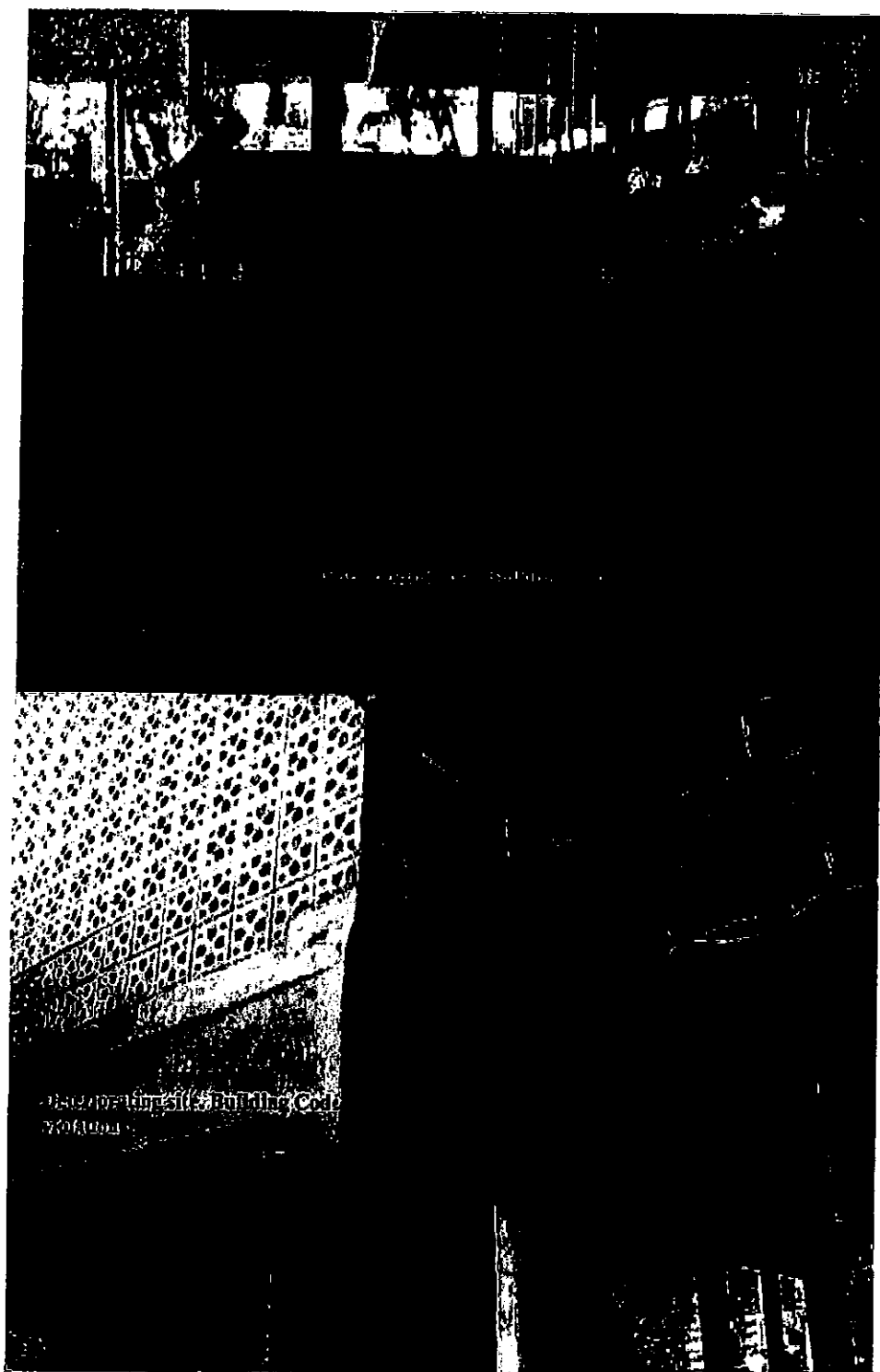


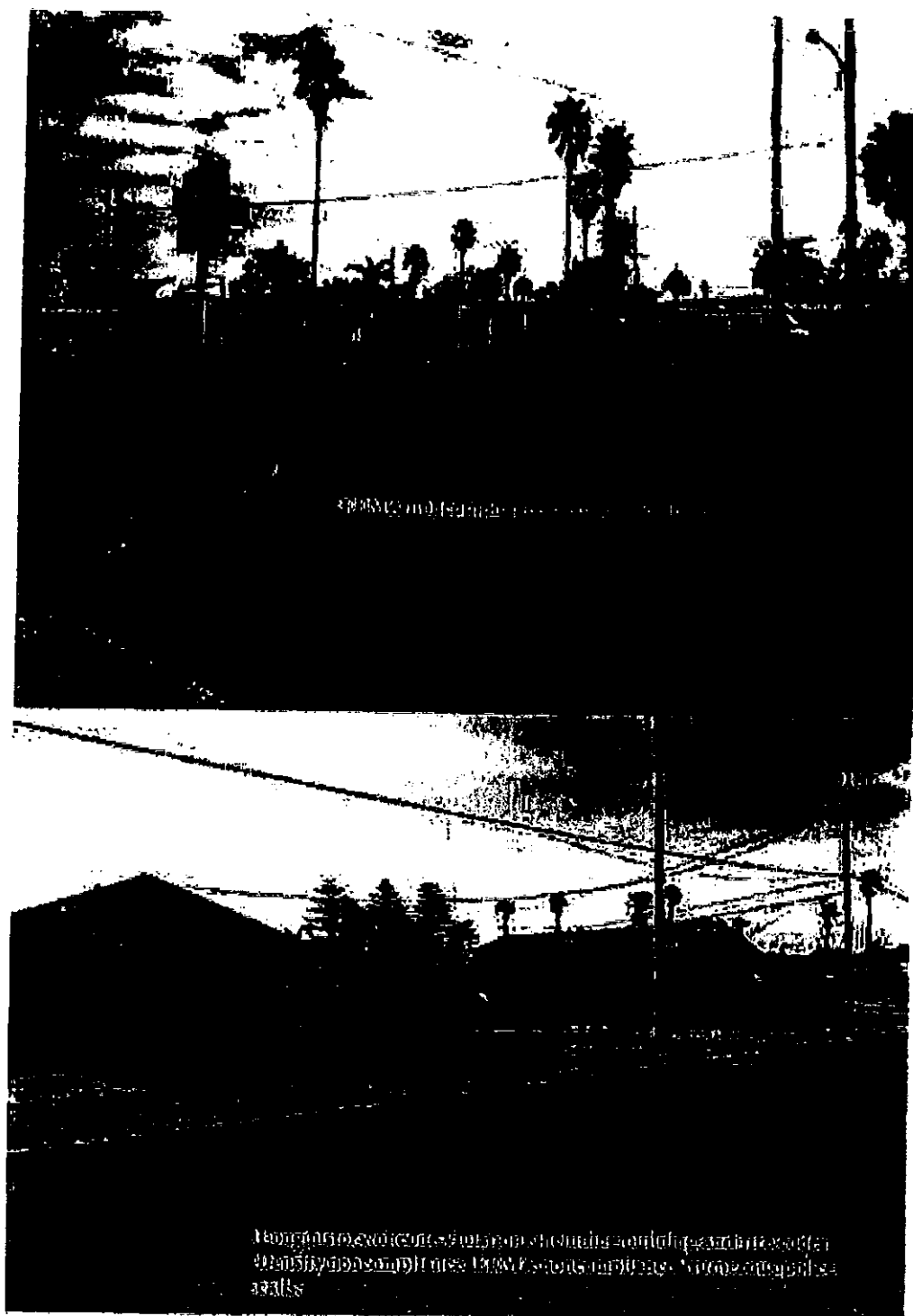


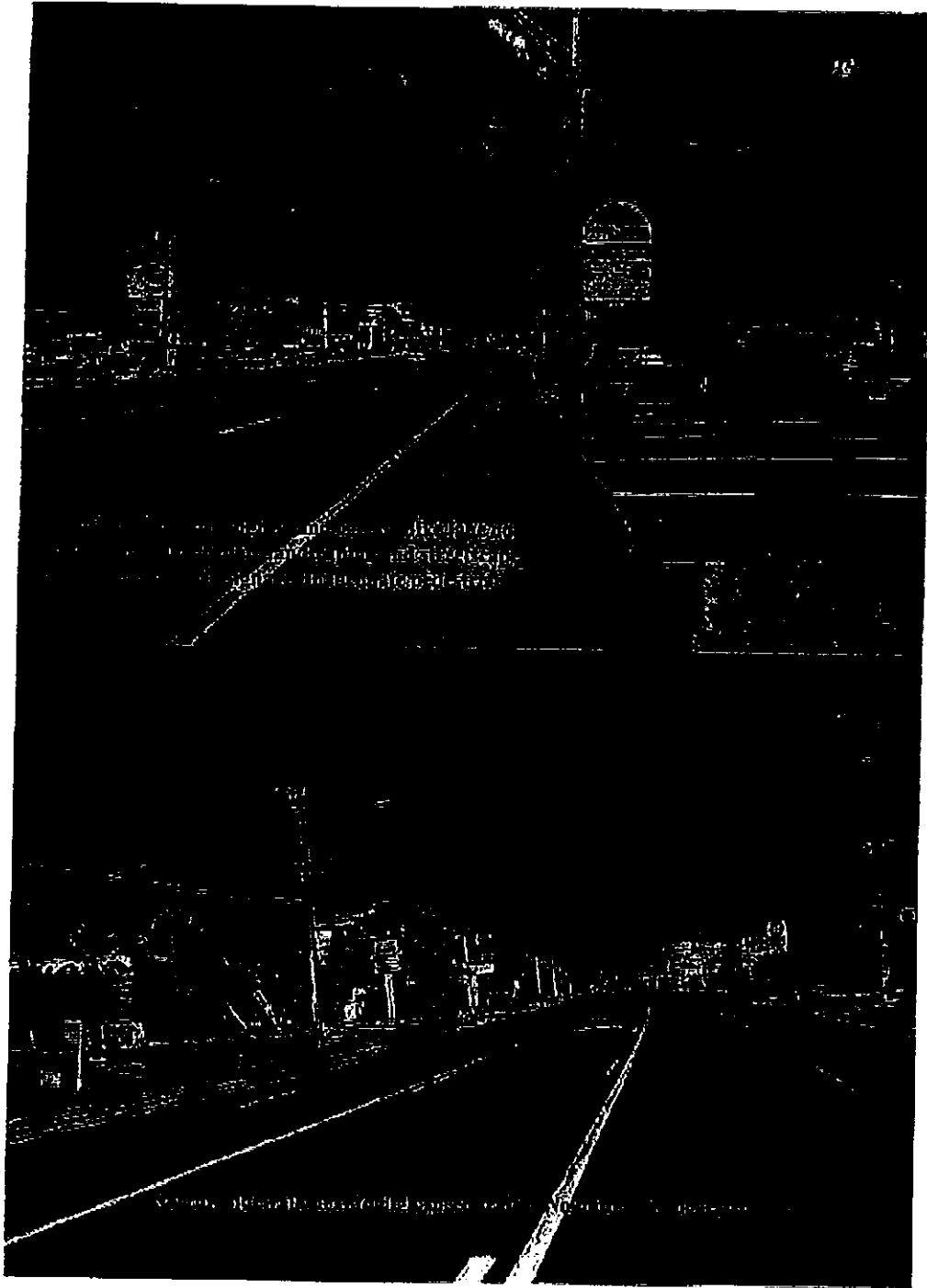




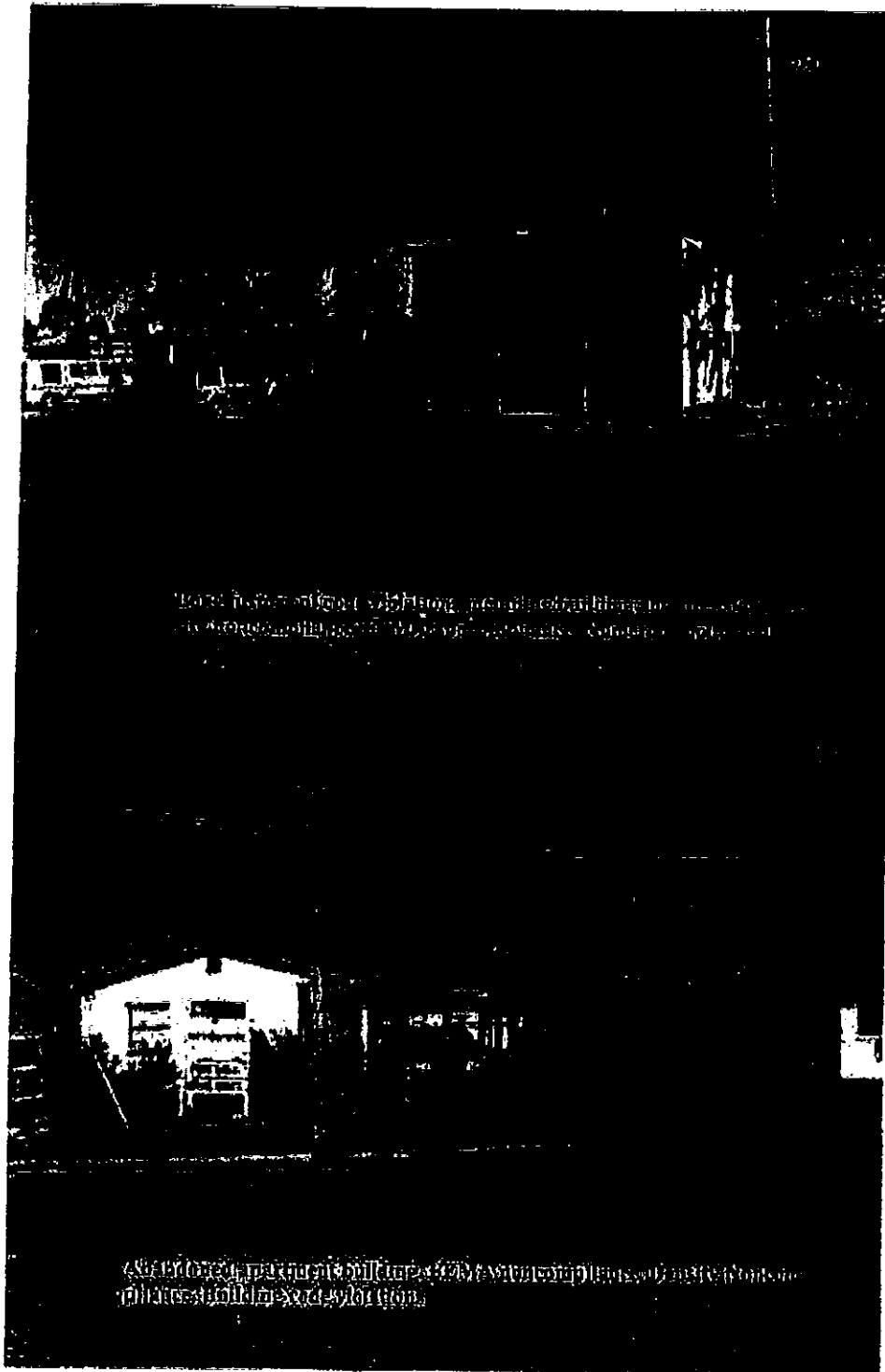


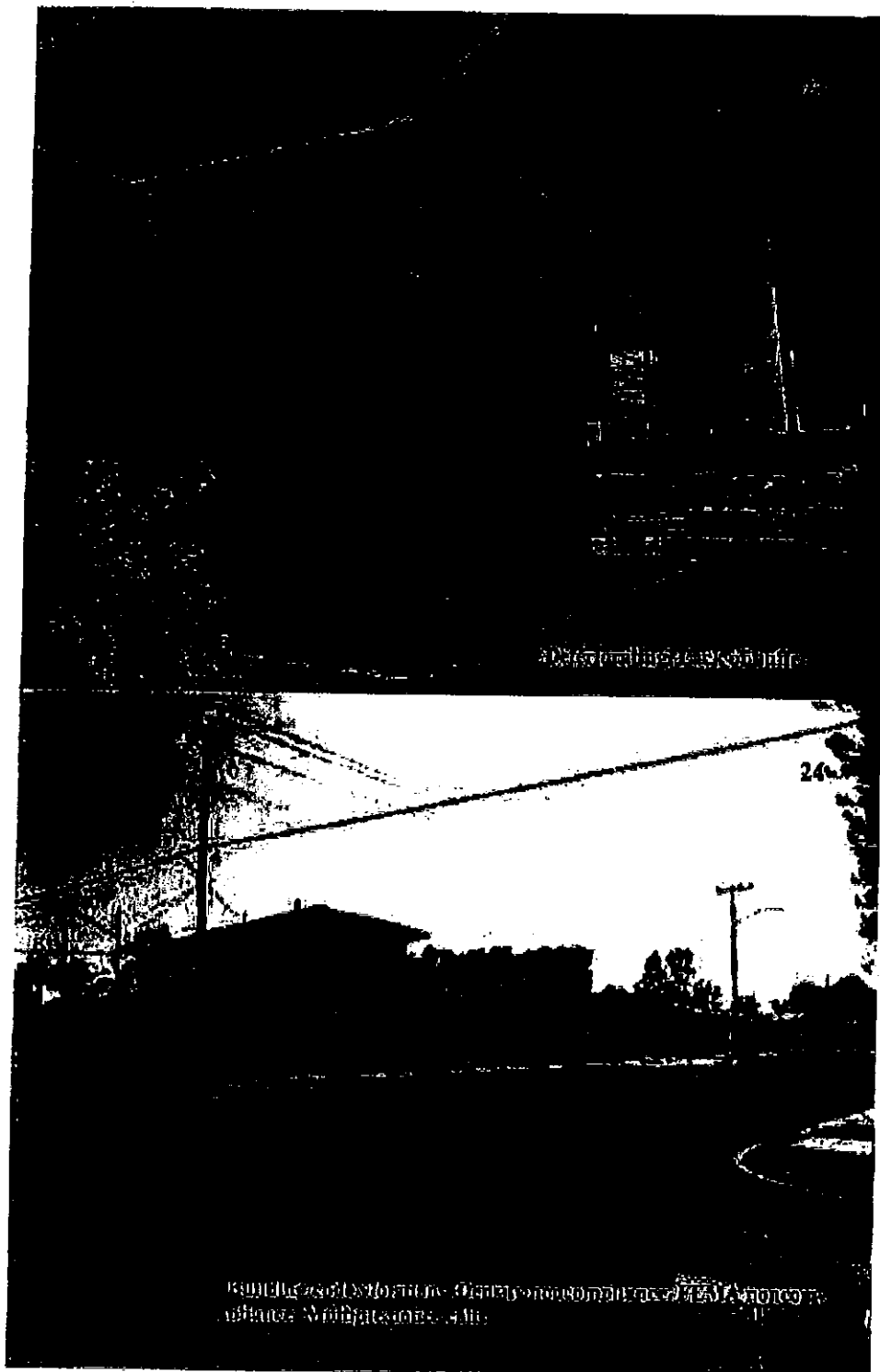


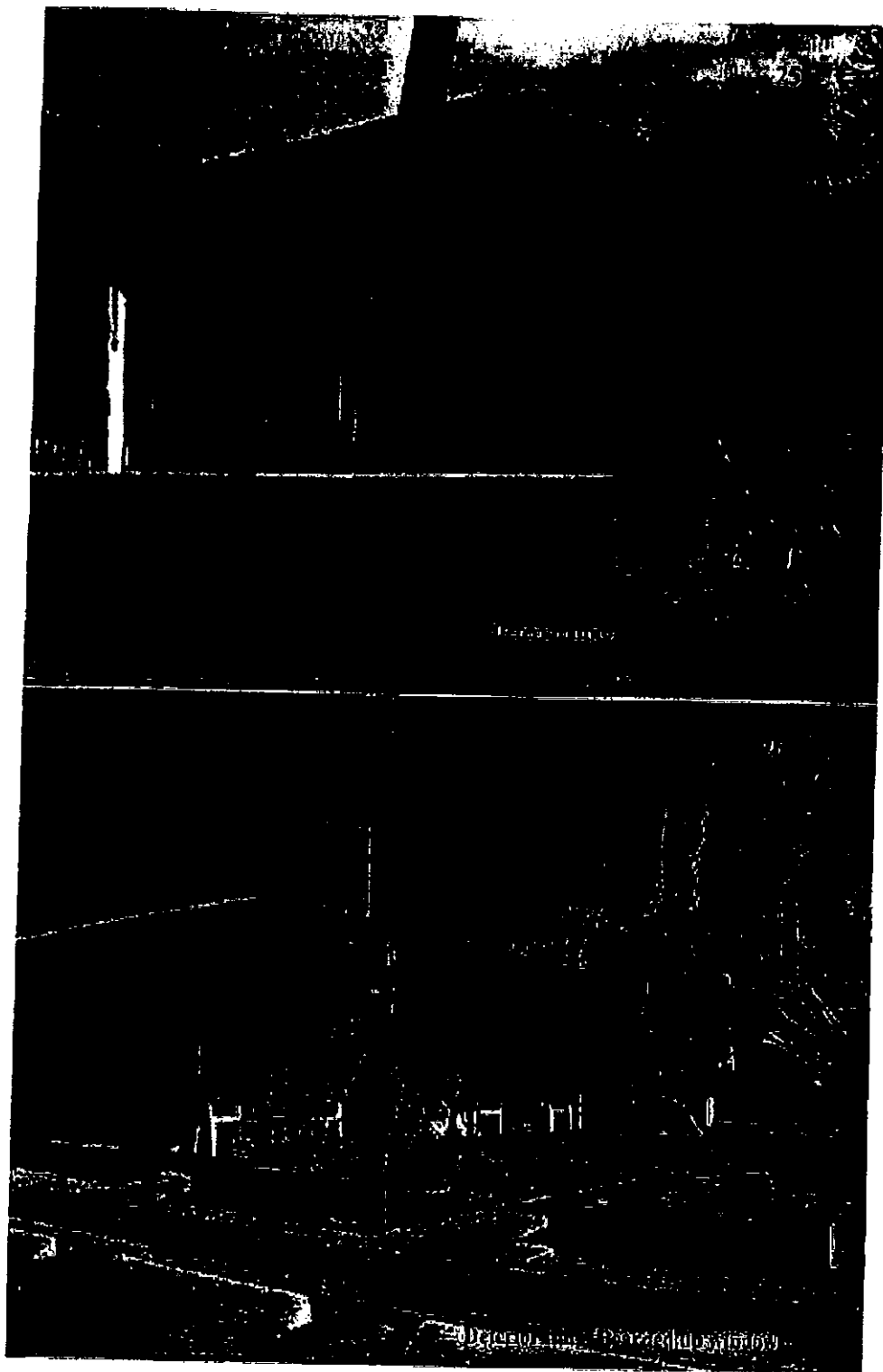


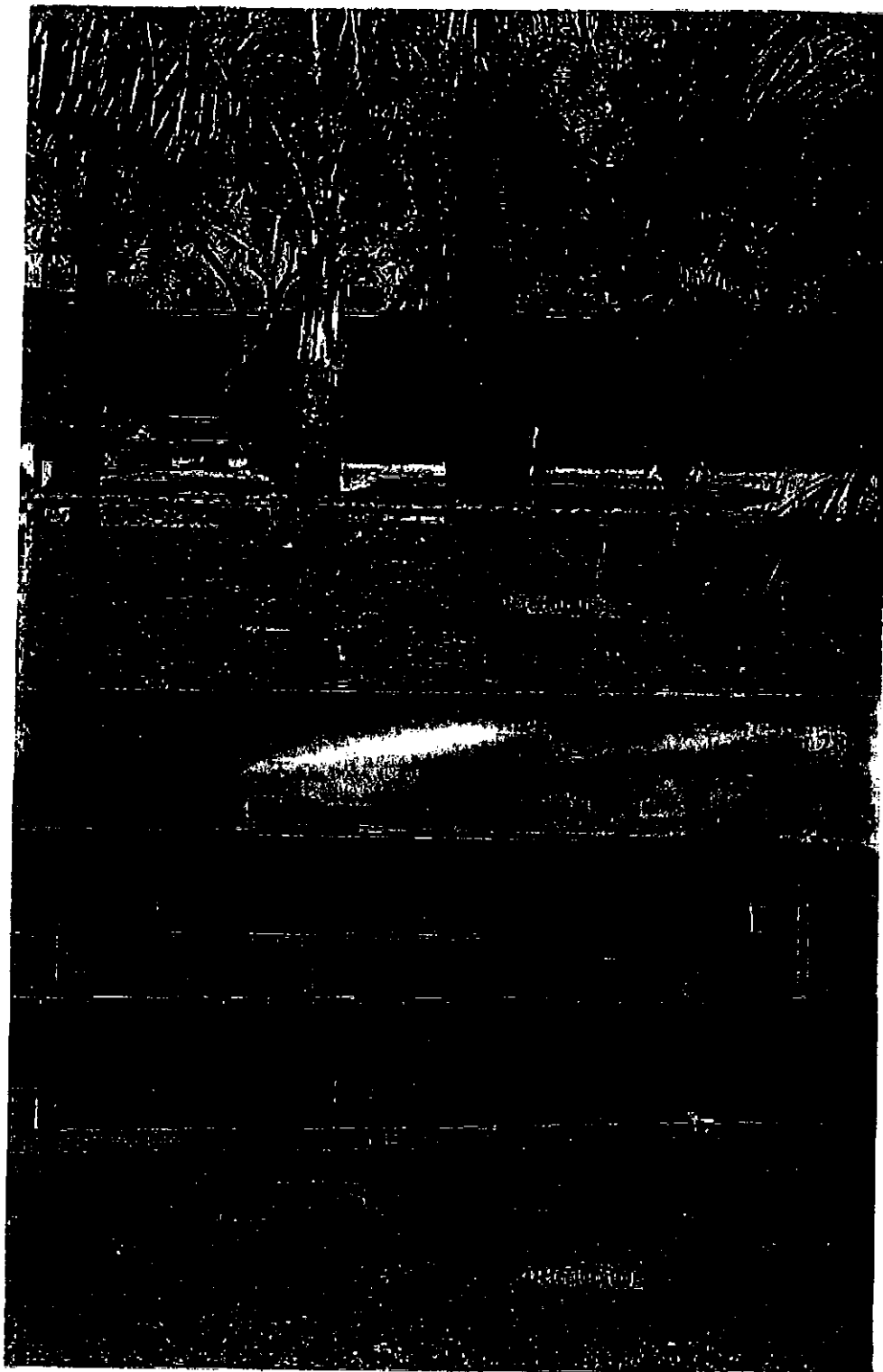


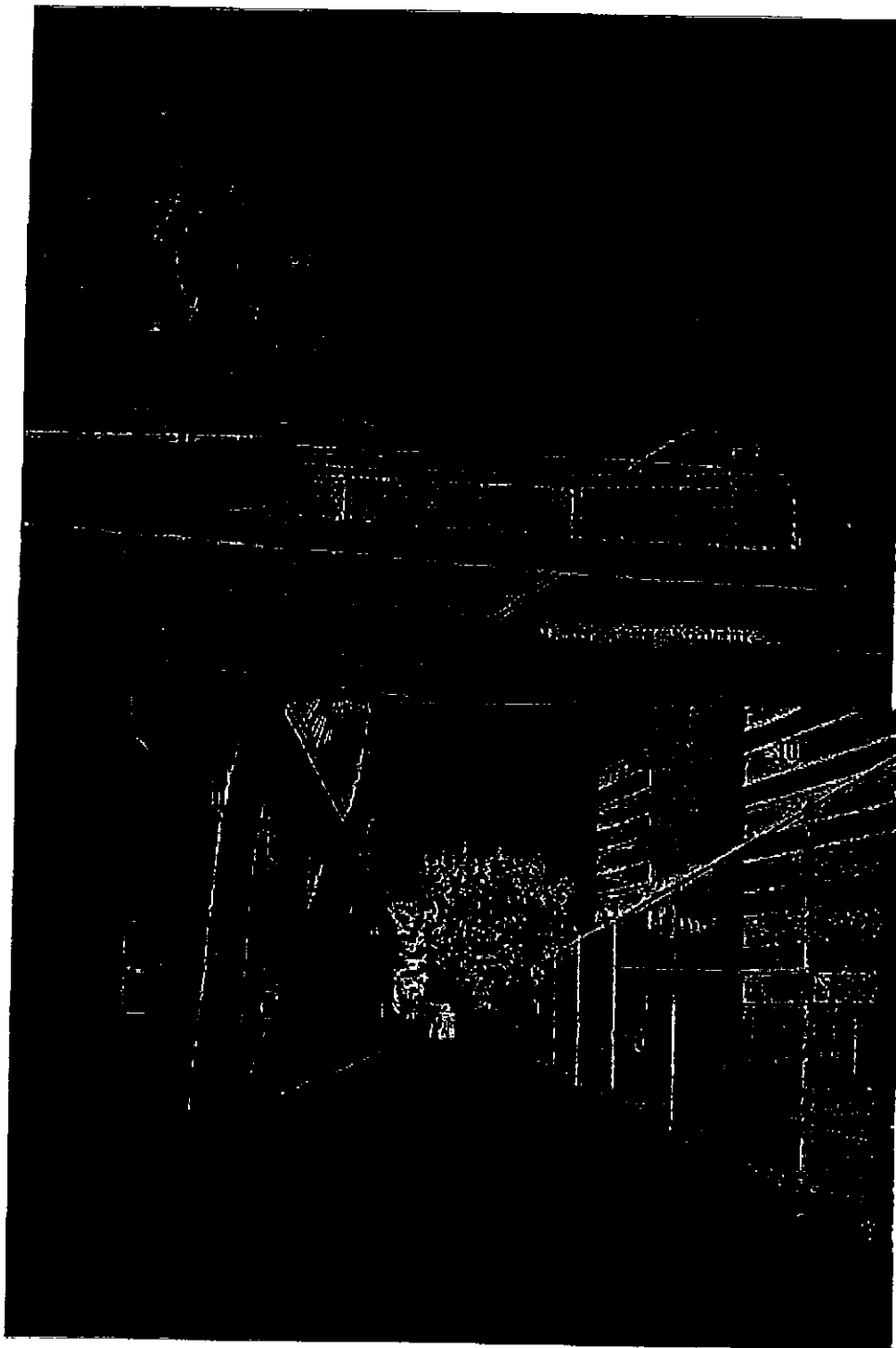


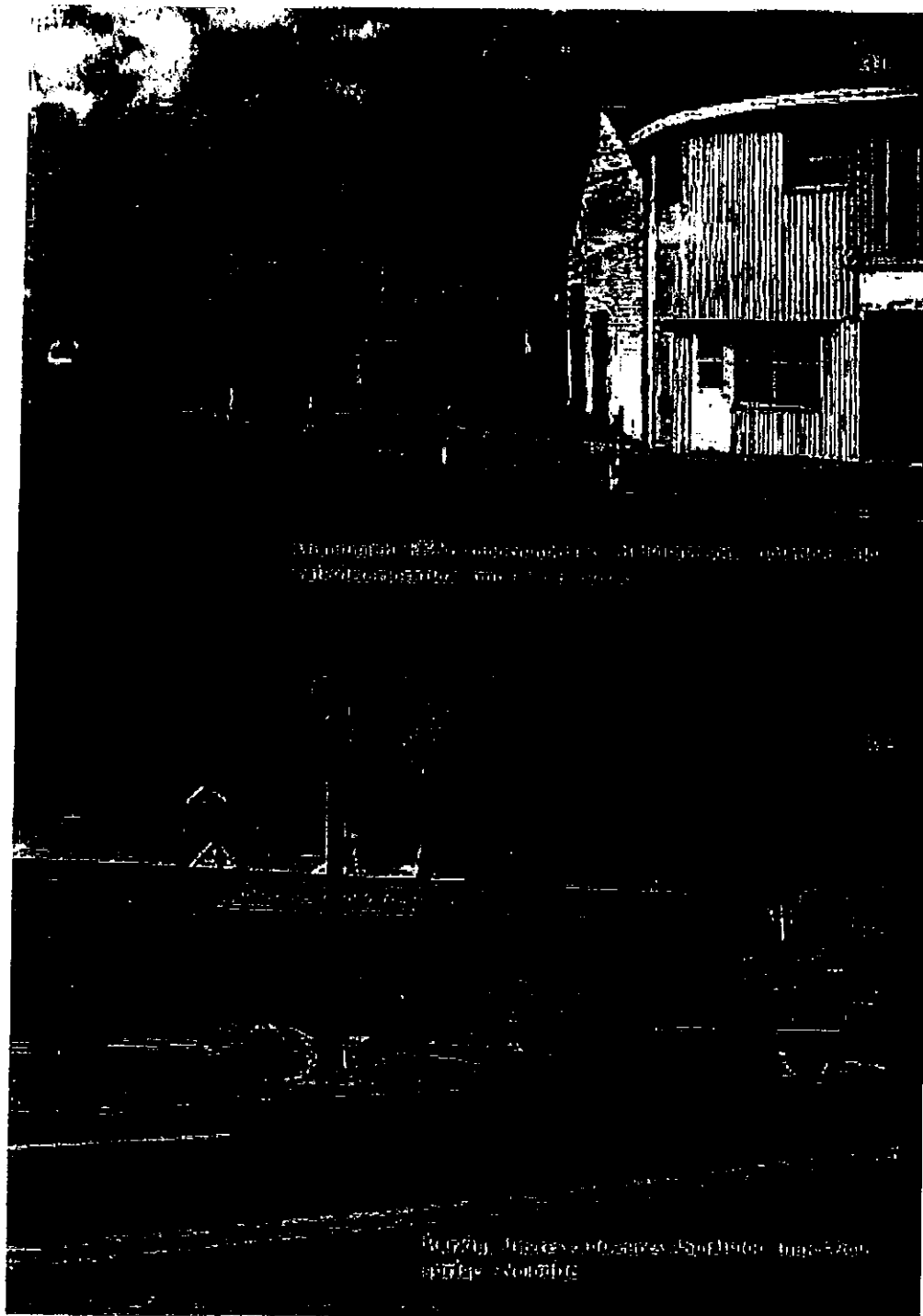


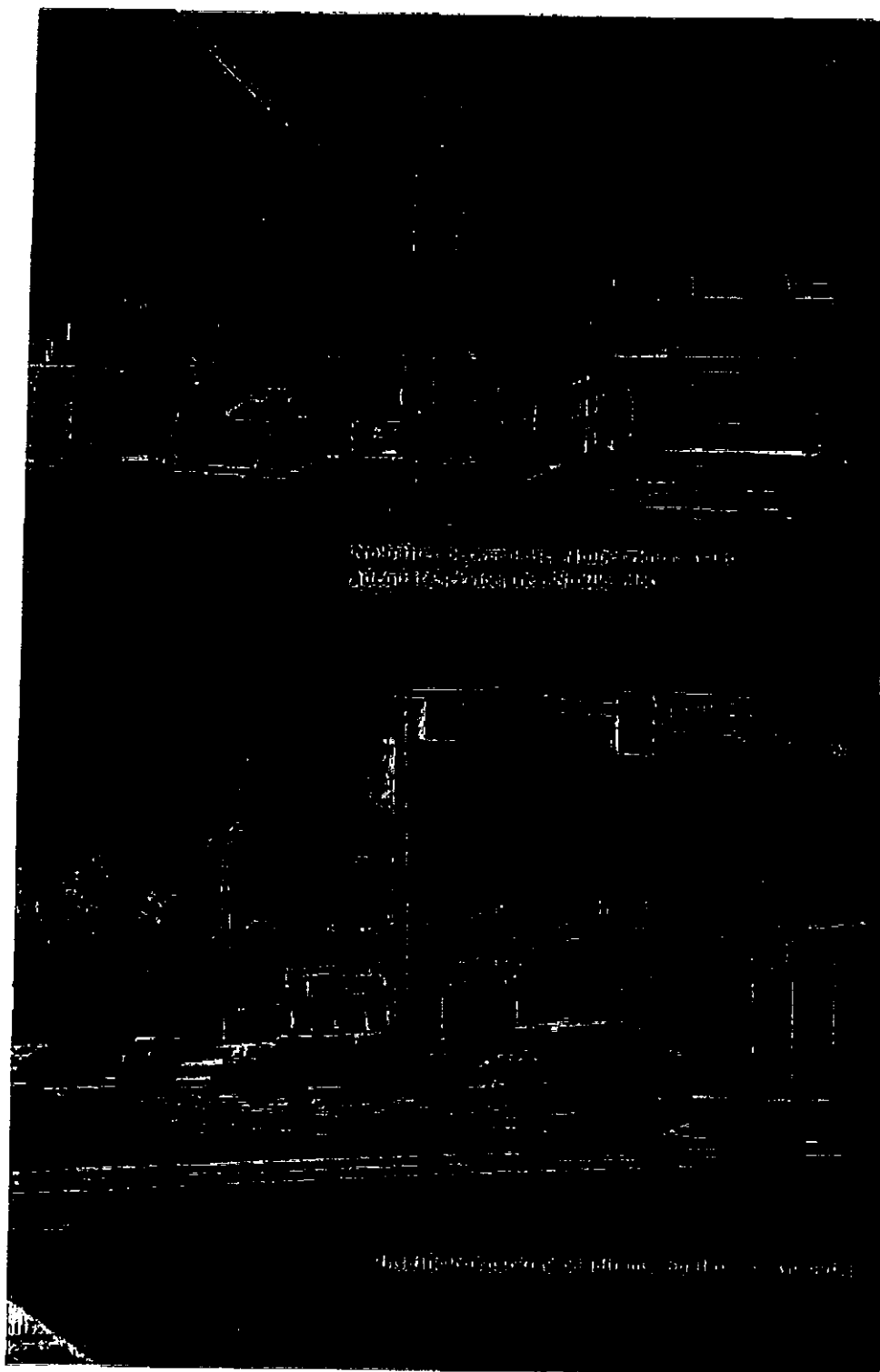




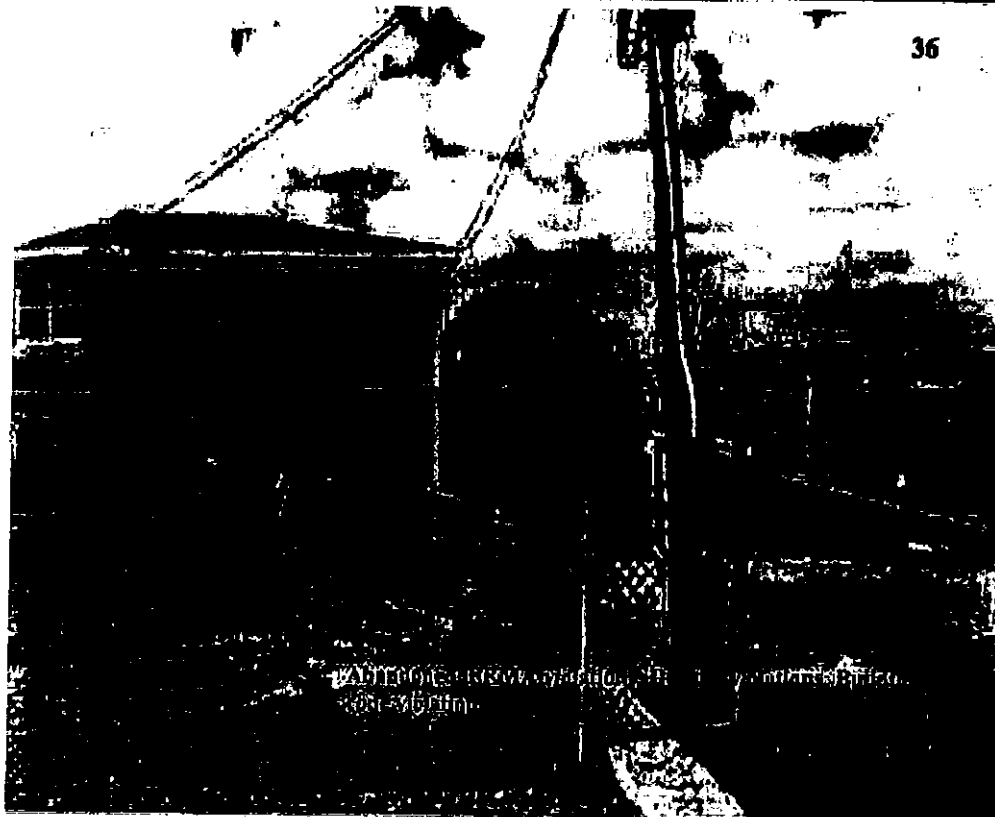


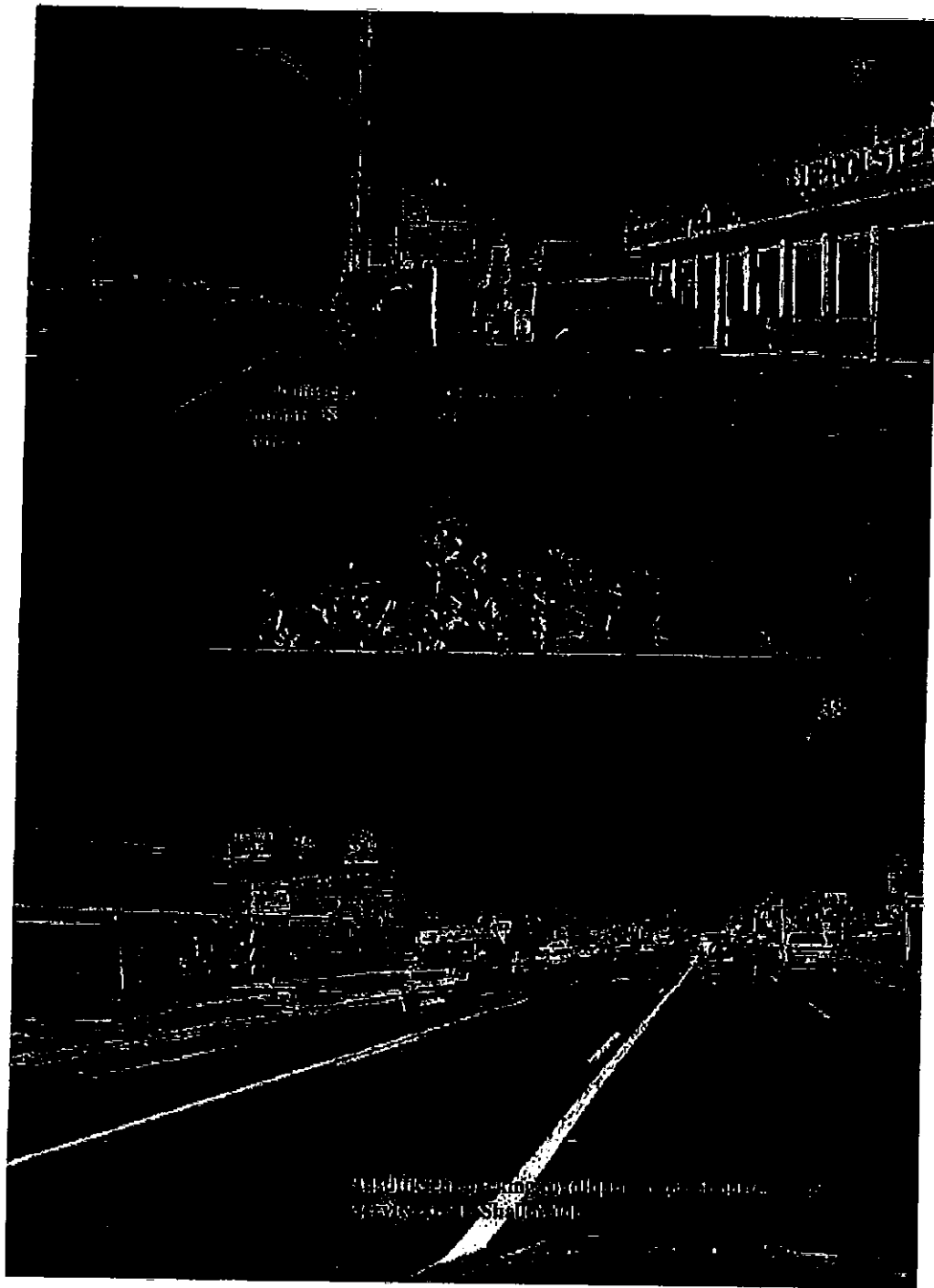


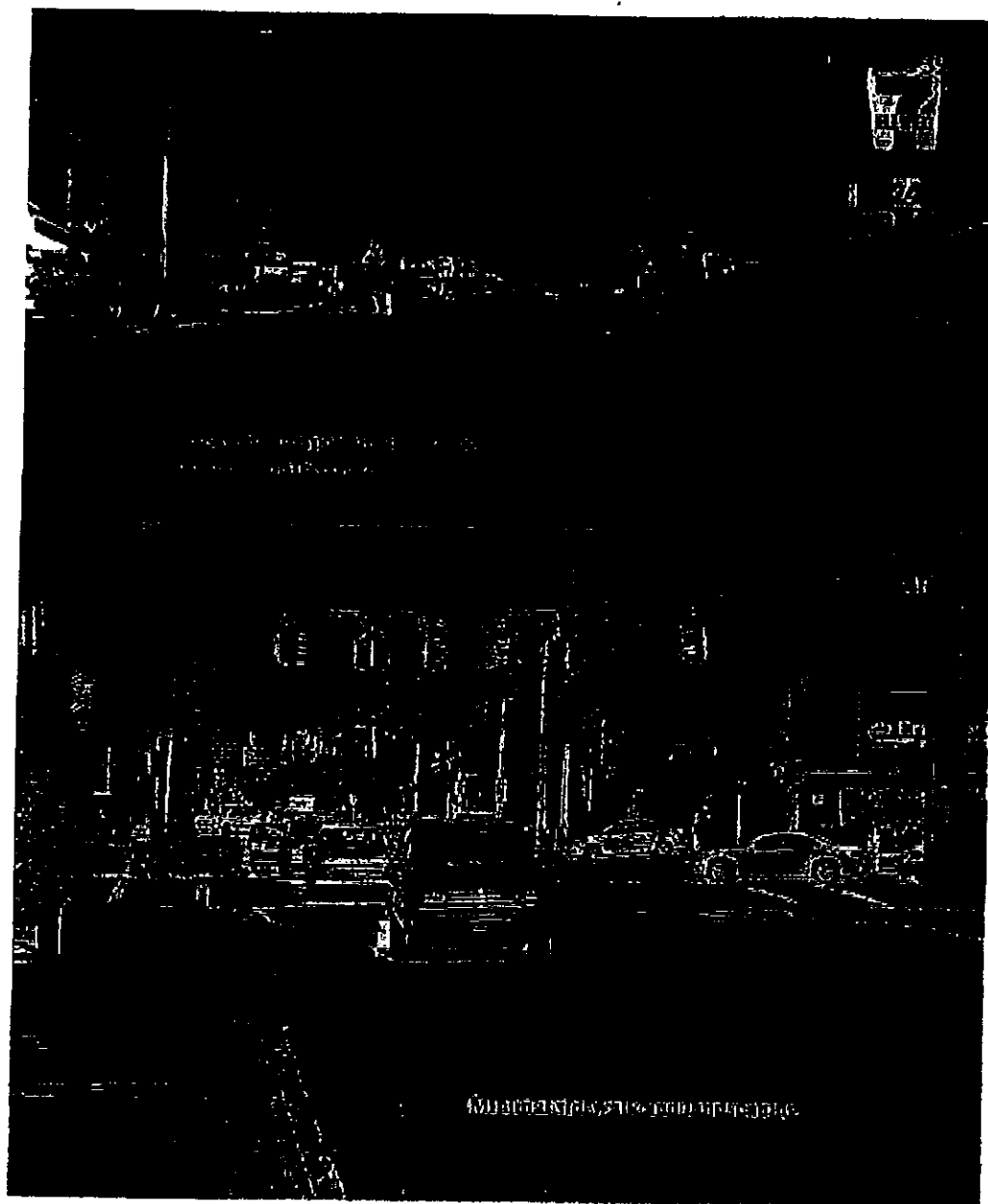


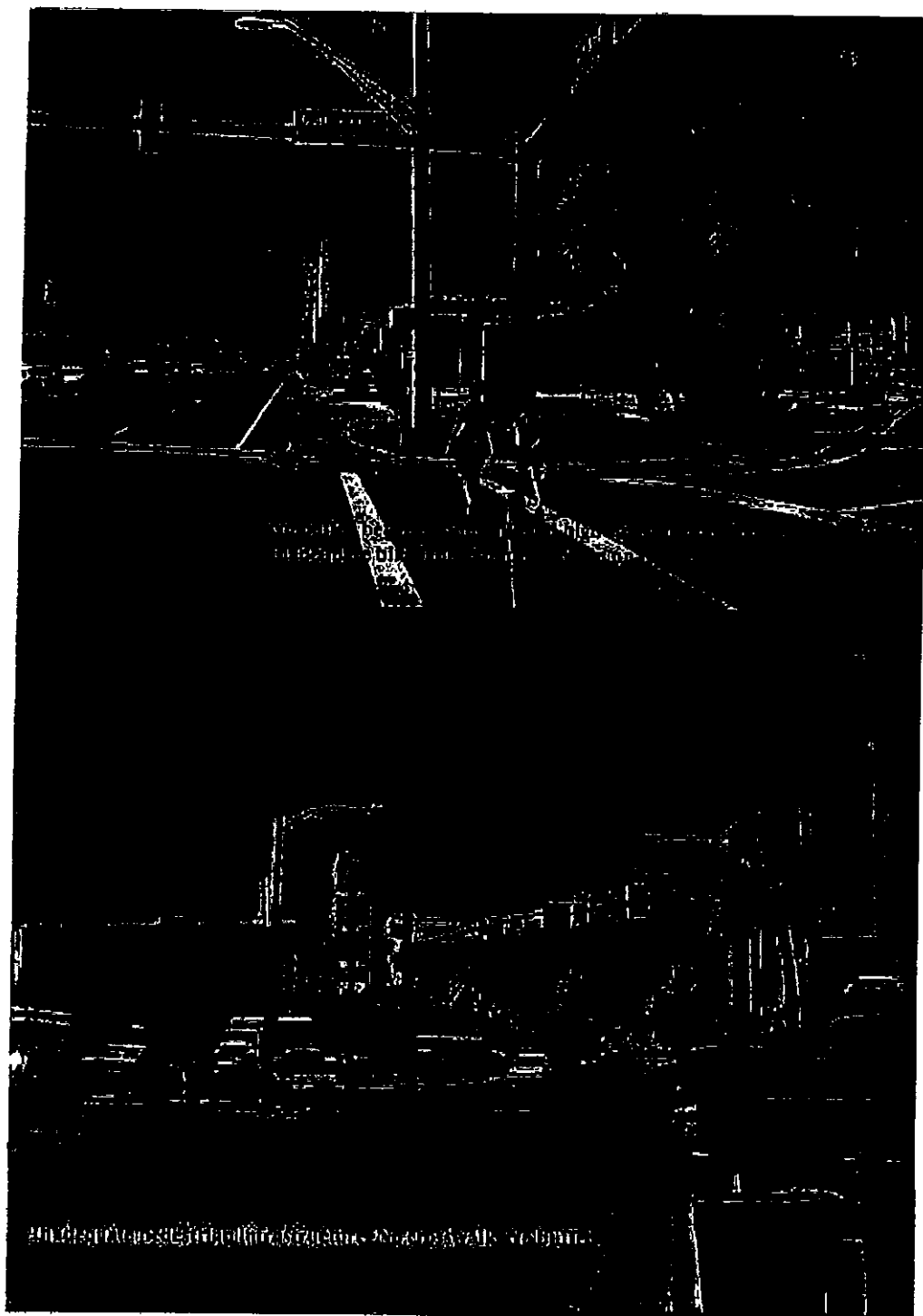


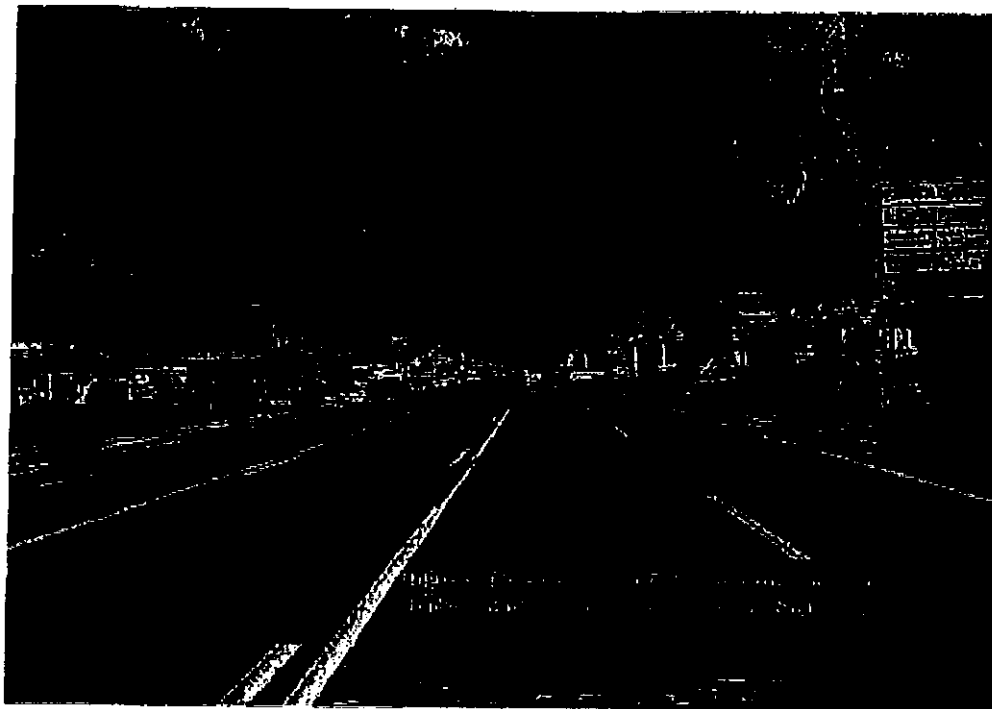




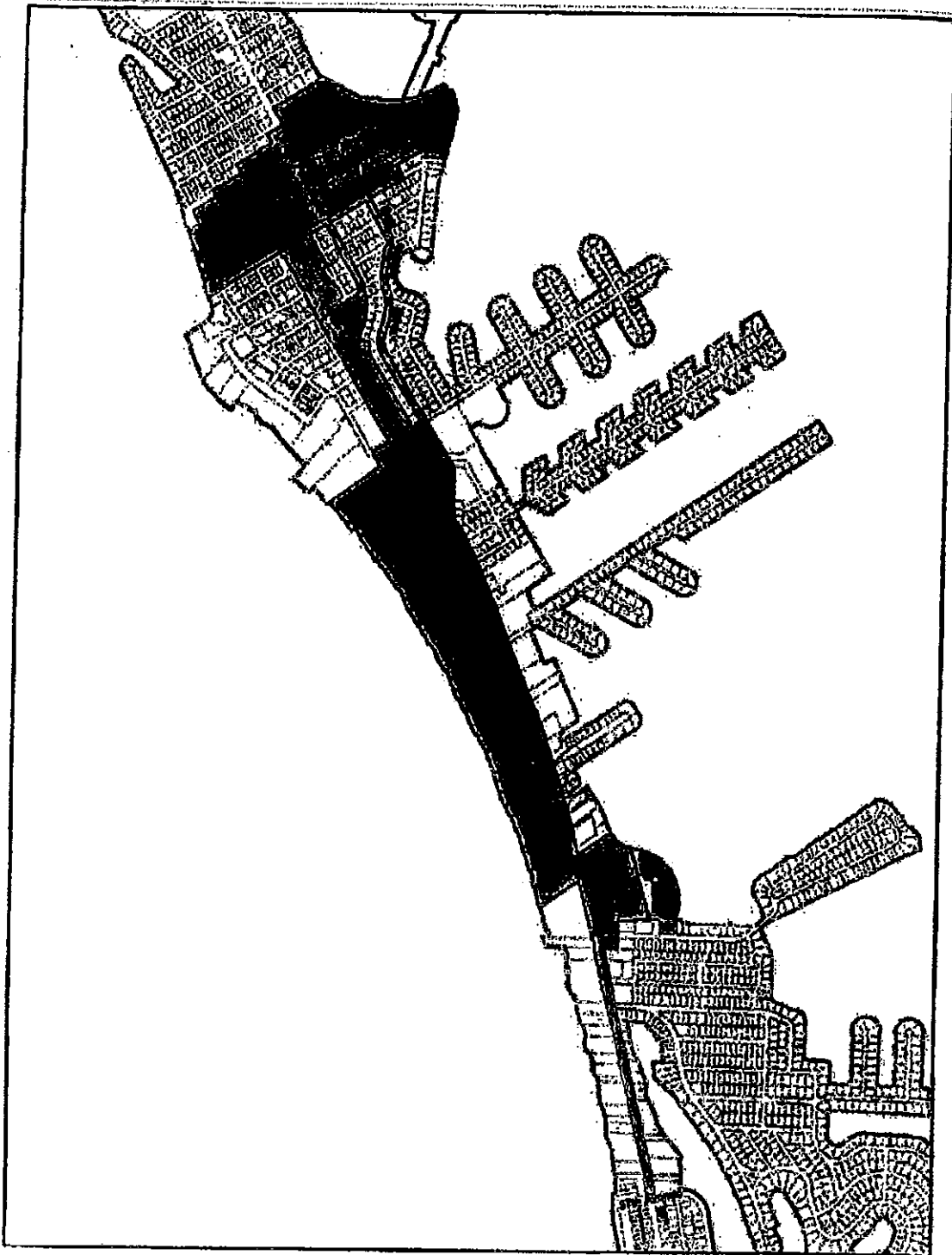




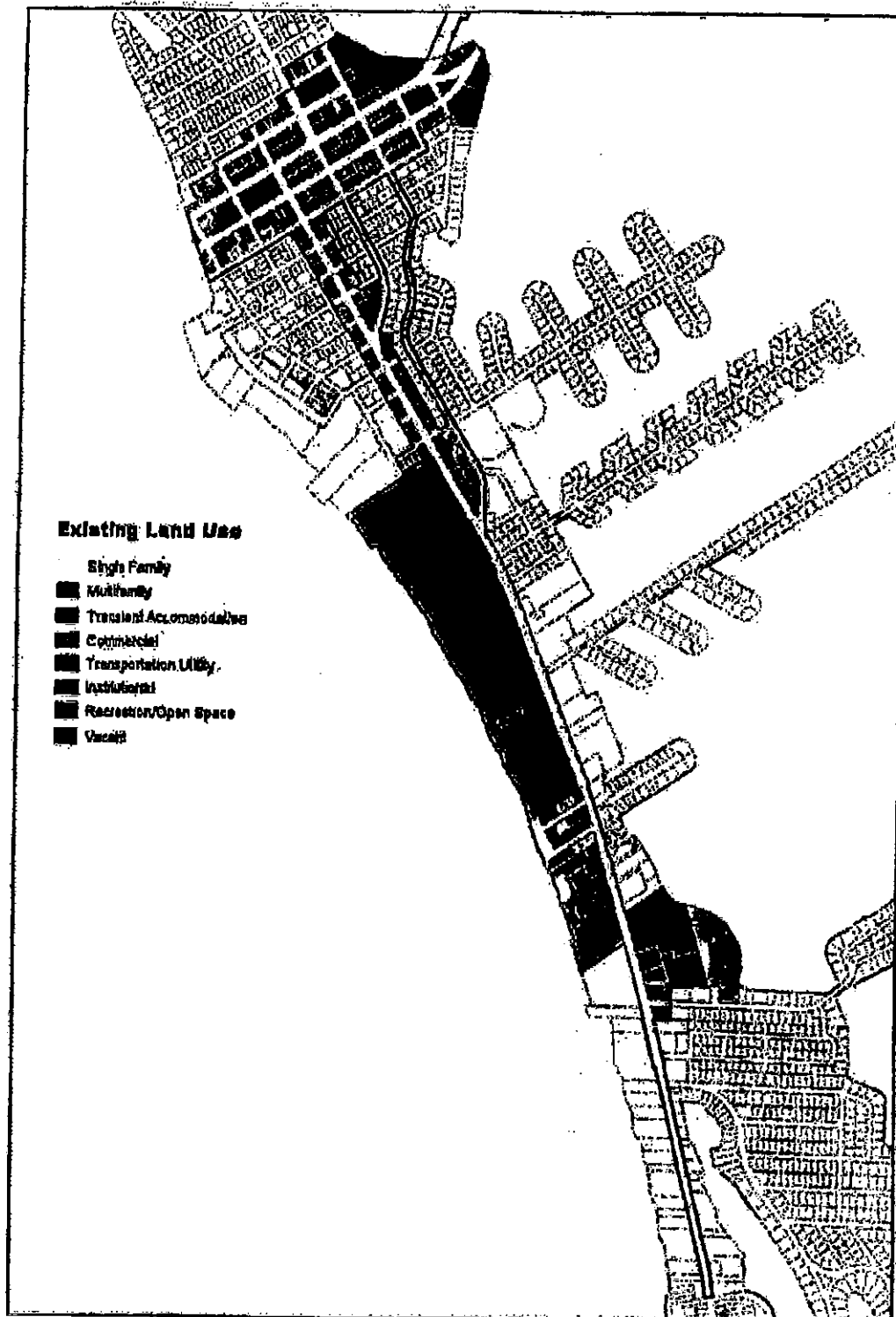




**Study Area Map**

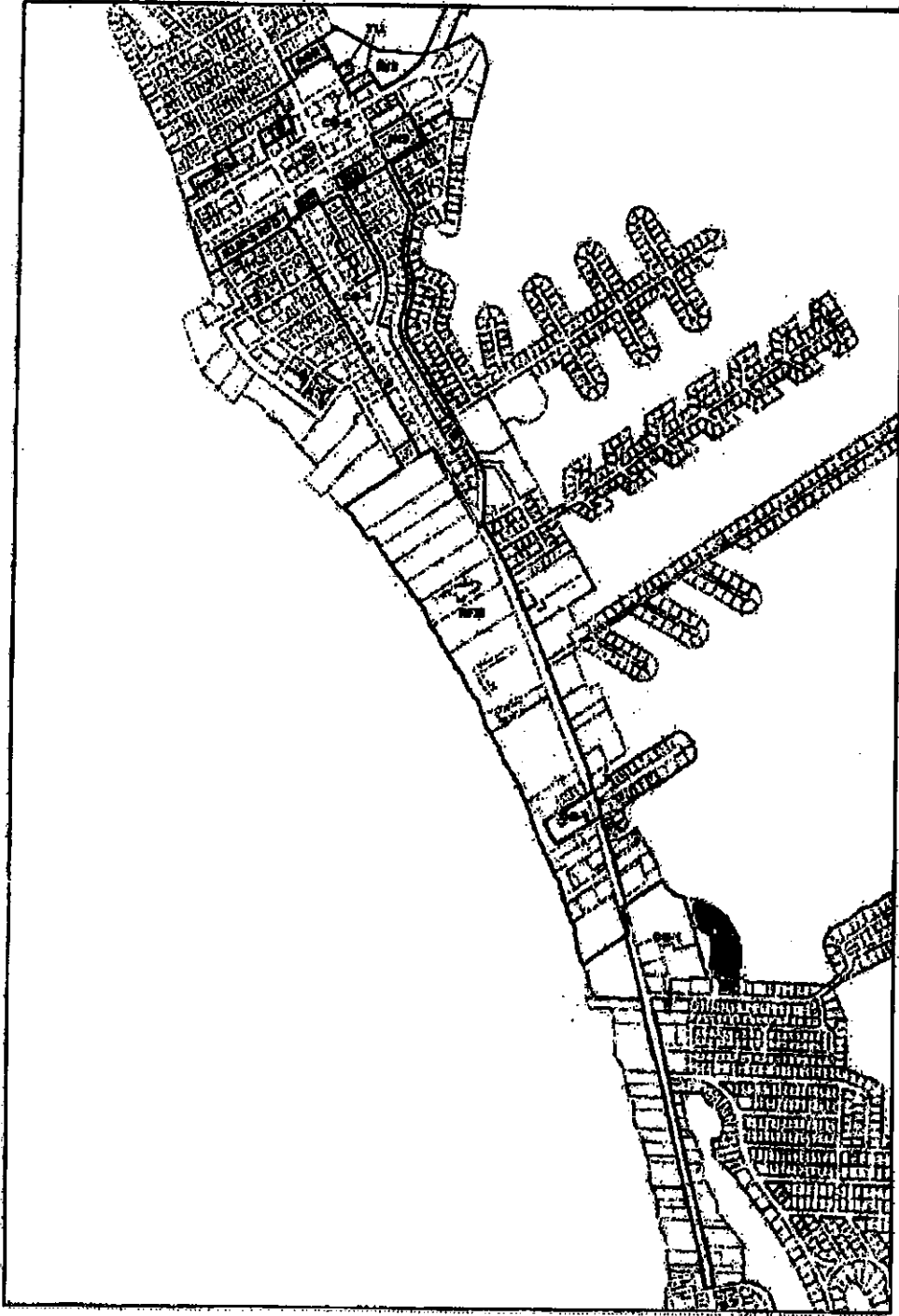


## Appendix C





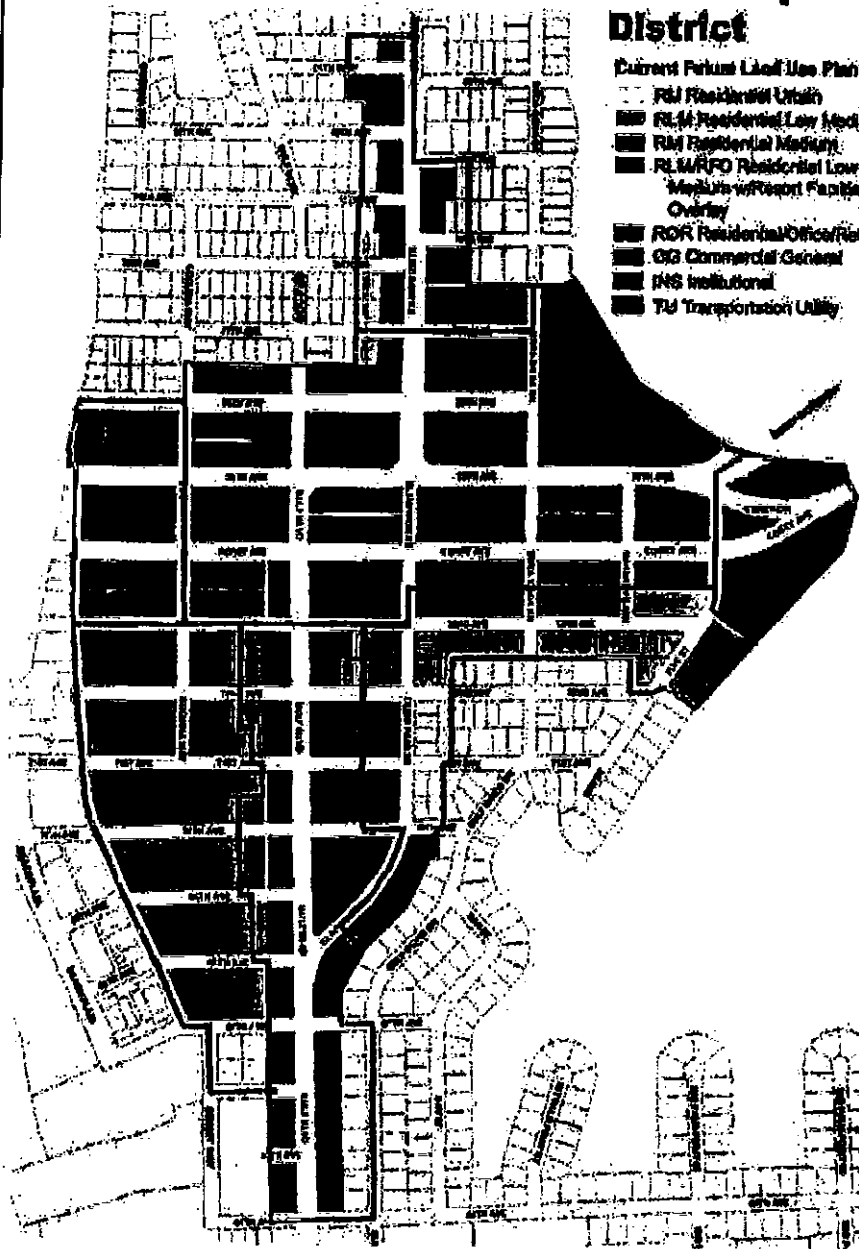
## Zoning Map



## Downtown Redevelopment District

### Current Future Land Use Plan

- RL Residential Urban
- RLM Residential Low Medium
- RM Residential Medium
- RLMRFO Residential Low Medium w/Resort Facilities
- Overlay
- ROR Residential Office/Retail
- CG Commercial General
- INS Institutional
- TU Transportation Utility

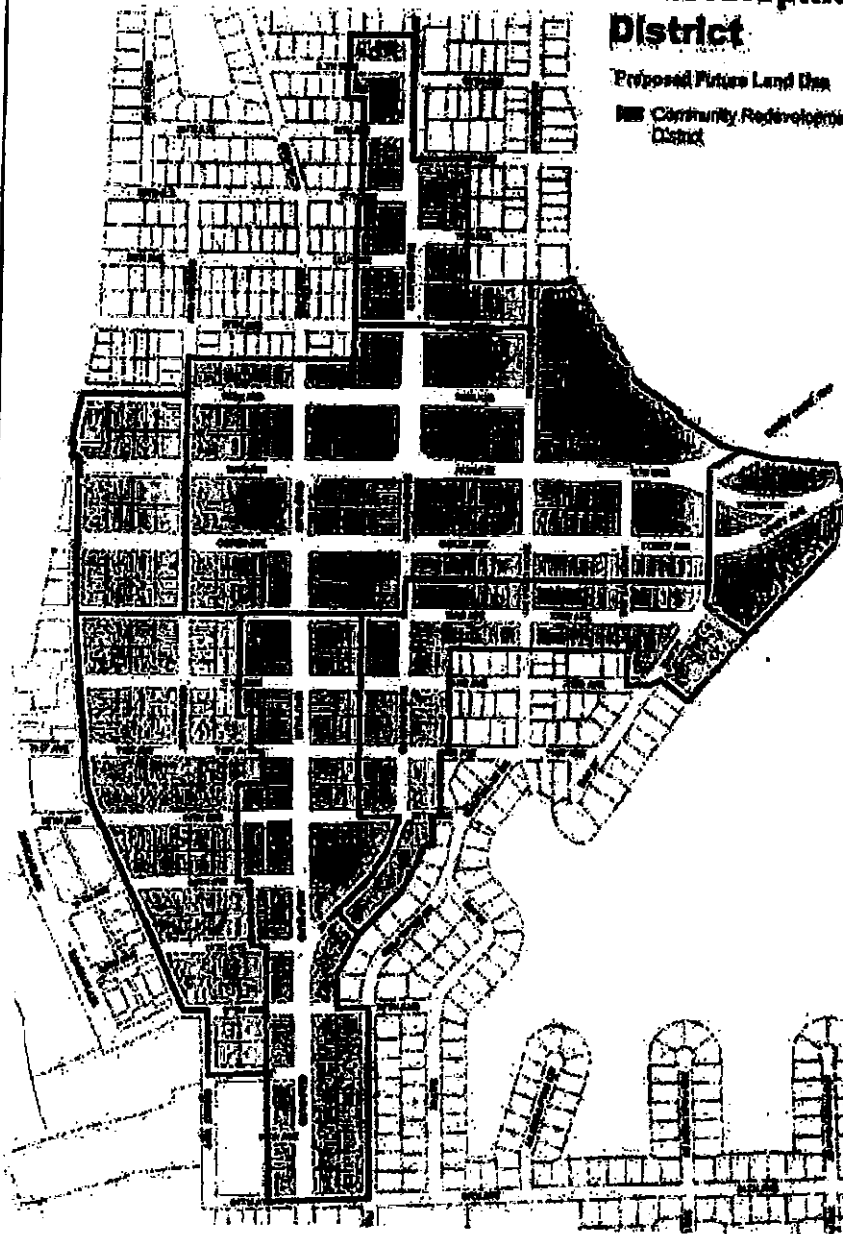


City of St. Pete Beach Planning Department  
165 Corey Avenue  
St. Pete Beach, Florida 33708  
727.367.2738

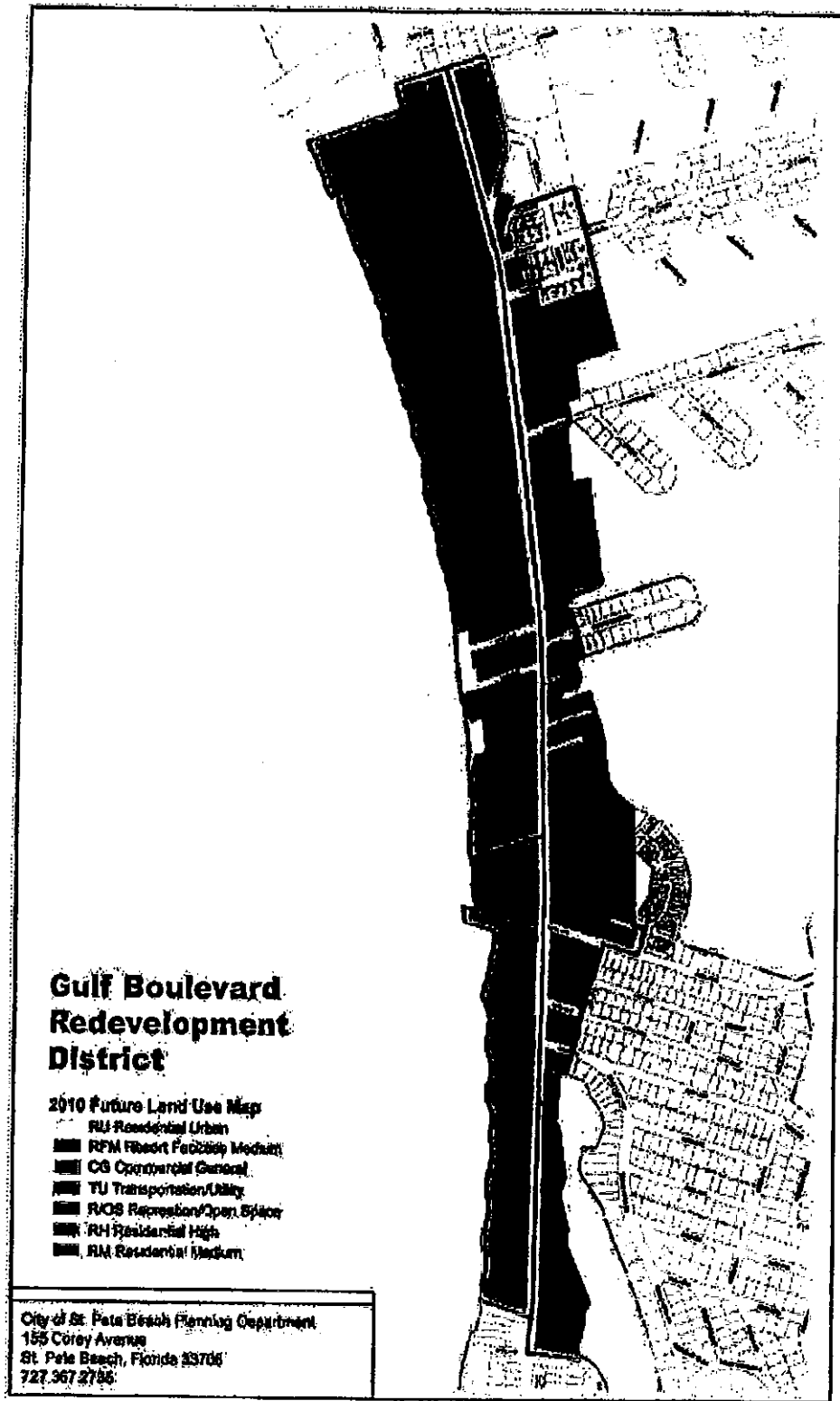
## Downtown Redevelopment District

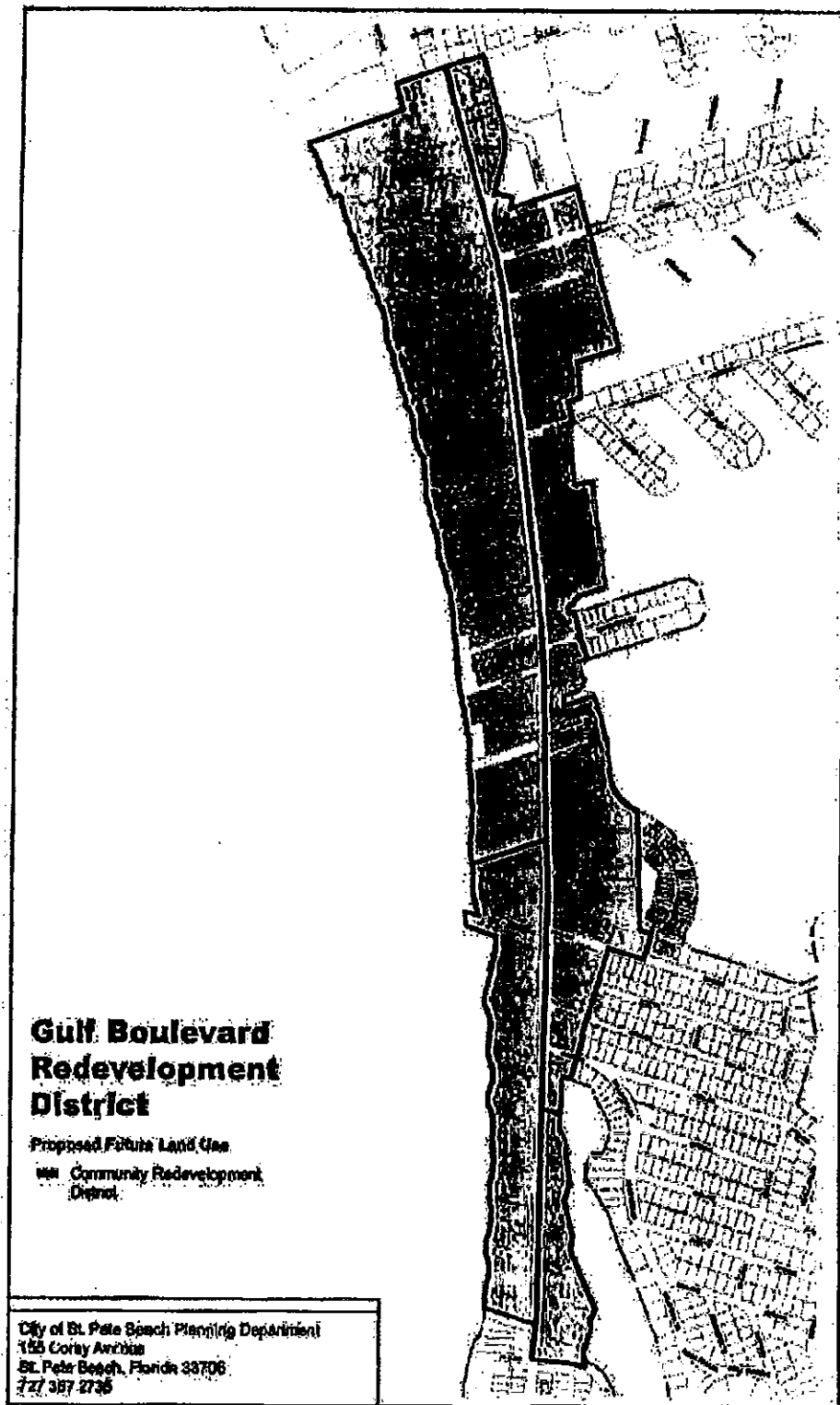
Proposed Future Land Use

Community Redevelopment  
District



City of St. Pete Beach Planning Department  
155 Corey Avenue  
St. Pete Beach, Florida 33706  
727.367.2735





APPENDIX D

Building and Land Values

| Old Pin              | New Pin            | Year | Use | Land Value | Bldg Value |
|----------------------|--------------------|------|-----|------------|------------|
| 62153136779940740100 | 363115779940740100 | 04   | 12  | \$32,100   | \$54,400   |
| 62153136783360080270 | 363115783360080270 | 04   | 10  | \$35,100   | \$0        |
| 62153136783360080280 | 363115783360080280 | 04   | 10  | \$35,100   | \$0        |
| 62153136783360080290 | 363115783360080290 | 04   | 10  | \$35,100   | \$0        |
| 62153136000004400300 | 363115000004400300 | 04   | 01  | \$37,300   | \$37,900   |
| 62153136000004400200 | 363115000004400200 | 04   | 01  | \$37,300   | \$23,900   |
| 62153136000004400100 | 363115000004400100 | 04   | 01  | \$37,300   | \$18,400   |
| 62153136783360080300 | 363115783360080300 | 04   | 10  | \$42,100   | \$0        |
| 62153136779940620090 | 363115779940620090 | 04   | 11  | \$43,900   | \$46,100   |
| 62153136306720530030 | 363115306720530030 | 04   | 10  | \$47,600   | \$5,100    |
| 62153136306720530040 | 363115306720530040 | 04   | 10  | \$47,600   | \$5,100    |
| 62153136306720530050 | 363115306720530050 | 04   | 10  | \$47,600   | \$0        |
| 62153136306720530060 | 363115306720530060 | 04   | 10  | \$47,600   | \$0        |
| 62153136306720620250 | 363115306720620250 | 04   | 10  | \$47,600   | \$0        |
| 62153136306720620260 | 363115306720620260 | 04   | 10  | \$47,600   | \$0        |
| 62153136306720620270 | 363115306720620270 | 04   | 10  | \$47,600   | \$0        |
| 62153136306720620280 | 363115306720620280 | 04   | 10  | \$47,600   | \$0        |
| 62153136779940540110 | 363115779940540110 | 04   | 10  | \$51,000   | \$8,800    |
| 62153136779940540140 | 363115779940540140 | 04   | 10  | \$51,000   | \$8,800    |
| 62153136779940700006 | 363115779940700006 | 04   | 10  | \$51,000   | \$0        |
| 62153136779940700007 | 363115779940700007 | 04   | 10  | \$51,000   | \$0        |
| 62153136783360050090 | 363115763360050090 | 04   | 10  | \$52,100   | \$1,500    |
| 62153136783360050100 | 363115783360050100 | 04   | 10  | \$52,100   | \$1,500    |
| 62153136783360040010 | 363115783360040010 | 04   | 10  | \$52,400   | \$2,800    |
| 62153136783360040050 | 363115783360040050 | 04   | 11  | \$52,400   | \$23,600   |
| 62153136306720530020 | 363115306720530020 | 04   | 10  | \$53,600   | \$0        |
| 62153136306720530070 | 363115306720530070 | 04   | 10  | \$53,600   | \$0        |
| 62153136306720620240 | 363115306720620240 | 04   | 10  | \$53,600   | \$0        |
| 62153136306720620290 | 363115306720620290 | 04   | 10  | \$53,600   | \$0        |
| 62153136779940740160 | 363115779940740160 | 04   | 10  | \$57,500   | \$0        |
| 62153136779940540030 | 363115779940540030 | 04   | 10  | \$59,400   | \$0        |
| 62153136306720530080 | 363115306720530080 | 04   | 10  | \$59,500   | \$0        |
| 62153136306720620300 | 363115306720620300 | 04   | 10  | \$59,500   | \$0        |
| 62153136306720530010 | 363115306720530010 | 04   | 17  | \$59,500   | \$117,200  |
| 62153136306720620230 | 363115306720620230 | 04   | 18  | \$59,500   | \$680,500  |
| 62153136051120050040 | 363115051120050040 | 04   | 70  | \$59,500   | \$0        |
| 62153136306720520090 | 363115306720520090 | 04   | 77  | \$59,500   | \$152,100  |
| 62153201347940060130 | 013215347940060130 | 04   | 10  | \$62,600   | \$0        |
| 62153136779940550150 | 363115779940550150 | 04   | 10  | \$63,100   | \$6,800    |
| 62153136779940730151 | 363115779940730151 | 04   | 41  | \$63,100   | \$49,900   |
| 62153136779940740070 | 363115779940740070 | 04   | 19  | \$63,700   | \$81,300   |
| 62163206000003301300 | 063216000003301300 | 04   | 91  | \$66,300   | \$300      |

# **Building and Land Values**

| Old Pin              | New Pin            | Year | Use | Land Value | Bldg Value |
|----------------------|--------------------|------|-----|------------|------------|
| 62153136779940730150 | 363115779940730150 | 04   | 17  | \$66,900   | \$88,100   |
| 62153136779940610090 | 363115779940610090 | 04   | 10  | \$86,200   | \$0        |
| 62153136779940600140 | 363115779940600140 | 04   | 10  | \$69,000   | \$6,000    |
| 62153136779940600150 | 363115779940600150 | 04   | 10  | \$70,400   | \$5,100    |
| 62153136779940620030 | 363115779940620030 | 04   | 10  | \$75,000   | \$0        |
| 62153136779940620130 | 363115779940620130 | 04   | 10  | \$76,500   | \$0        |
| 62153136779940620040 | 363115779940620040 | 04   | 19  | \$76,500   | \$58,500   |
| 62153136779940620131 | 363115779940620131 | 04   | 25  | \$76,500   | \$83,200   |
| 62153136779940620050 | 363115779940620050 | 04   | 10  | \$77,300   | \$0        |
| 62153201347940060120 | 013215347940060120 | 04   | 10  | \$79,700   | \$0        |
| 62153136779940670100 | 363115779940670100 | 04   | 41  | \$81,900   | \$51,400   |
| 62153136783360070040 | 363115783360070040 | 04   | 01  | \$88,700   | \$29,800   |
| 62153136779940540151 | 363115779940540151 | 04   | 01  | \$88,700   | \$50,600   |
| 62153136779940540150 | 363115779940540150 | 04   | 08  | \$88,700   | \$72,000   |
| 62153136779940540130 | 363115779940540130 | 04   | 11  | \$89,300   | \$44,700   |
| 62153136050940250030 | 363115050940250030 | 04   | 70  | \$90,500   | \$0        |
| 62153136779940560110 | 363115779940560110 | 04   | 10  | \$91,000   | \$6,800    |
| 62153136779940470080 | 363115779940470080 | 04   | 01  | \$92,000   | \$40,000   |
| 62153136779940420050 | 363115779940420050 | 04   | 01  | \$92,000   | \$37,100   |
| 62153136779940740080 | 363115779940740080 | 04   | 08  | \$92,400   | \$33,700   |
| 62153136779940680130 | 363115779940680130 | 04   | 08  | \$92,400   | \$56,700   |
| 62153136779940710080 | 363115779940710080 | 04   | 10  | \$93,500   | \$0        |
| 62153136779940710070 | 363115779940710070 | 04   | 10  | \$93,500   | \$0        |
| 62153136000003100100 | 363115000003100100 | 04   | 10  | \$93,600   | \$12,300   |
| 62153136783360020010 | 363115783360020010 | 04   | 17  | \$95,200   | \$154,800  |
| 62153136779940740110 | 363115779940740110 | 04   | 27  | \$95,500   | \$92,000   |
| 62153136779940420030 | 363115779940420030 | 04   | 11  | \$97,600   | \$44,400   |
| 62153136779942250050 | 363115779942250050 | 04   | 08  | \$98,000   | \$152,000  |
| 62153136779942250060 | 363115779942250060 | 04   | 01  | \$99,900   | \$41,400   |
| 62153136779942250070 | 363115779942250070 | 04   | 08  | \$99,900   | \$69,700   |
| 62153136050940280020 | 363115050940280020 | 04   | 10  | \$101,200  | \$3,200    |
| 62153136779940700002 | 363115779940700002 | 04   | 10  | \$102,000  | \$12,600   |
| 62153136779940700003 | 363115779940700003 | 04   | 10  | \$102,000  | \$0        |
| 62153136050940260010 | 363115050940260010 | 04   | 08  | \$102,400  | \$79,300   |
| 62153136779942250010 | 363115779942250010 | 04   | 27  | \$102,600  | \$40,000   |
| 62153201347940060110 | 013215347940060110 | 04   | 10  | \$103,700  | \$0        |
| 62153136783360050010 | 363115783360050010 | 04   | 11  | \$104,700  | \$40,300   |
| 62153136783360050070 | 363115783360050070 | 04   | 11  | \$104,700  | \$108,100  |
| 62153136779940600120 | 363115779940600120 | 04   | 21  | \$106,300  | \$128,700  |
| 62163206081000000060 | 063216081000000060 | 04   | 01  | \$106,900  | \$60,000   |
| 62153136779940620080 | 363115779940620080 | 04   | 21  | \$107,100  | \$262,900  |
| 62153136779940560060 | 363115779940560060 | 04   | 01  | \$107,400  | \$42,900   |
| 62153136779940560050 | 363115779940560050 | 04   | 08  | \$107,500  | \$137,500  |



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**Building and Land Values**


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| Old Pin              | New Pin            | Year | Use | Land Value | Bldg Value |
|----------------------|--------------------|------|-----|------------|------------|
| 62153136779940560100 | 363115779940560100 | 04   | 08  | \$107,500  | \$197,500  |
| 62153136779940560020 | 363115779940560020 | 04   | 08  | \$108,300  | \$118,500  |
| 62153136779940580080 | 363115779940580080 | 04   | 08  | \$108,500  | \$116,800  |
| 62153136779940570080 | 363115779940570080 | 04   | 08  | \$108,500  | \$70,300   |
| 62153136051120050050 | 363115051120050050 | 04   | 71  | \$108,500  | \$71,000   |
| 62153136135900000010 | 363115135900000010 | 04   | 21  | \$109,800  | \$115,400  |
| 62153136779940710110 | 363115779940710110 | 04   | 19  | \$110,500  | \$54,500   |
| 62163208081000000130 | 063216081000000130 | 04   | 08  | \$111,300  | \$58,000   |
| 62153201347940080140 | 013215347940060140 | 04   | 10  | \$111,600  | \$10,200   |
| 62153136779940570050 | 363115779940570050 | 04   | 01  | \$112,400  | \$16,900   |
| 62153136779940570090 | 363115779940570090 | 04   | 01  | \$112,400  | \$48,500   |
| 62153136779940570100 | 363115779940570100 | 04   | 01  | \$112,400  | \$171,500  |
| 62153136779940570120 | 363115779940570120 | 04   | 01  | \$112,400  | \$32,900   |
| 62153136779940570070 | 363115779940570070 | 04   | 01  | \$112,400  | \$33,500   |
| 62153136779940710120 | 363115779940710120 | 04   | 01  | \$112,400  | \$23,800   |
| 62153136779940570110 | 363115779940570110 | 04   | 08  | \$112,400  | \$103,400  |
| 62153136779940580010 | 363115779940580010 | 04   | 10  | \$112,600  | \$0        |
| 62153136779940800130 | 363115779940600130 | 04   | 11  | \$112,600  | \$202,400  |
| 62153136779940680180 | 363115779940680180 | 04   | 19  | \$112,600  | \$92,400   |
| 62153136779940580050 | 363115779940580050 | 04   | 08  | \$113,000  | \$80,200   |
| 62153136779940570160 | 363115779940570160 | 04   | 08  | \$113,600  | \$41,800   |
| 62153136779940560010 | 363115779940560010 | 04   | 08  | \$113,600  | \$89,700   |
| 62153136779940690110 | 363115779940690110 | 04   | 12  | \$113,700  | \$111,300  |
| 62153136779940560120 | 363115779940560120 | 04   | 17  | \$113,700  | \$16,300   |
| 62153136779940690100 | 363115779940690100 | 04   | 49  | \$113,700  | \$11,900   |
| 62153136779940570130 | 363115779940570130 | 04   | 08  | \$114,000  | \$161,100  |
| 62153136779940580070 | 363115779940580070 | 04   | 39  | \$114,200  | \$155,800  |
| 62153136779940570080 | 363115779940570080 | 04   | 39  | \$114,200  | \$110,600  |
| 62153136779940580030 | 363115779940580030 | 04   | 08  | \$114,300  | \$36,900   |
| 62153136779940580060 | 363115779940580060 | 04   | 21  | \$114,800  | \$85,200   |
| 62153136779940570150 | 363115779940570150 | 04   | 08  | \$114,900  | \$102,700  |
| 62153136050940260060 | 363115050940260060 | 04   | 01  | \$115,300  | \$32,500   |
| 62153136779942250080 | 363115779942250080 | 04   | 08  | \$116,300  | \$48,000   |
| 62153136779942250081 | 363115779942250081 | 04   | 08  | \$116,300  | \$83,900   |
| 62153136779940570020 | 363115779940570020 | 04   | 06  | \$116,300  | \$47,600   |
| 62153136779940560070 | 363115779940560070 | 04   | 08  | \$116,900  | \$96,900   |
| 62153136779940710100 | 363115779940710100 | 04   | 08  | \$116,900  | \$80,300   |
| 62153201347940080100 | 013215347940060100 | 04   | 10  | \$117,400  | \$0        |
| 62153136000004400400 | 363115000004400400 | 04   | 08  | \$118,000  | \$61,700   |
| 62153136779940580020 | 363115779940580020 | 04   | 08  | \$118,900  | \$76,100   |
| 62153136783360080110 | 363115783360080110 | 04   | 10  | \$119,300  | \$0        |
| 62153136779940710130 | 363115779940710130 | 04   | 08  | \$120,300  | \$54,000   |
| 62153136779940710140 | 363115779940710140 | 04   | 08  | \$120,300  | \$64,100   |

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**Building and Land Values**


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| Old Pin              | New Pin            | Year | Use | Land Value | Bldg Value |
|----------------------|--------------------|------|-----|------------|------------|
| 62153136779940740010 | 363115779940740010 | 04   | 27  | \$126,100  | \$83,000   |
| 62163206081000000120 | 063216081000000120 | 04   | 08  | \$126,800  | \$94,500   |
| 62153136051300020020 | 363115051300020020 | 04   | 91  | \$127,500  | \$20,500   |
| 62153136779940610110 | 363115779940610110 | 04   | 32  | \$131,000  | \$194,000  |
| 62153136779940710050 | 363115779940710050 | 04   | 08  | \$131,700  | \$111,400  |
| 62153136779940430130 | 363115779940430130 | 04   | 10  | \$135,000  | \$0        |
| 62153136779940570030 | 363115779940570030 | 04   | 10  | \$135,200  | \$0        |
| 62153136779940580040 | 363115779940580040 | 04   | 21  | \$135,200  | \$309,800  |
| 62153136779940570040 | 363115779940570040 | 04   | 33  | \$135,200  | \$19,500   |
| 62153136779940610120 | 363115779940610120 | 04   | 11  | \$136,400  | \$205,300  |
| 62153136347760060010 | 363115347760060010 | 04   | 08  | \$136,500  | \$65,600   |
| 62153136779940430140 | 363115779940430140 | 04   | 11  | \$137,500  | \$142,500  |
| 62153136779940570010 | 363115779940570010 | 04   | 08  | \$142,400  | \$222,600  |
| 62153136050940250040 | 363115050940250040 | 04   | 01  | \$148,600  | \$101,000  |
| 62153136779940540090 | 363115779940540090 | 04   | 11  | \$148,800  | \$111,200  |
| 62153136779940540120 | 363115779940540120 | 04   | 11  | \$148,800  | \$148,200  |
| 62153136779940600110 | 363115779940600110 | 04   | 12  | \$148,800  | \$251,200  |
| 62153136779940540040 | 363115779940540040 | 04   | 17  | \$149,800  | \$100,200  |
| 62153136779940420040 | 363115779940420040 | 04   | 12  | \$153,900  | \$146,100  |
| 62153136347760060080 | 363115347760060080 | 04   | 27  | \$156,100  | \$77,700   |
| 62153136783360070010 | 363115783360070010 | 04   | 12  | \$157,100  | \$74,900   |
| 62153136783360030080 | 363115783360030080 | 04   | 17  | \$157,100  | \$52,900   |
| 62153136783360040020 | 363115783360040020 | 04   | 21  | \$157,100  | \$7,900    |
| 62153136000003100400 | 363115000003100400 | 04   | 10  | \$158,900  | \$0        |
| 62153125780840000141 | 253115780840000141 | 04   | 08  | \$159,100  | \$35,900   |
| 62153136779940600160 | 363115779940600160 | 04   | 11  | \$159,800  | \$160,200  |
| 62153136779942250030 | 363115779942250030 | 04   | 08  | \$163,400  | \$94,100   |
| 62163206081180000460 | 063216081180000460 | 04   | 08  | \$163,500  | \$78,100   |
| 62153136000003100500 | 363115000003100500 | 04   | 33  | \$164,600  | \$115,400  |
| 62153136779940700004 | 363115779940700004 | 04   | 08  | \$170,300  | \$99,200   |
| 62153136779940740130 | 363115779940740130 | 04   | 11  | \$178,200  | \$76,800   |
| 62153136783360020030 | 363115783360020030 | 04   | 12  | \$190,400  | \$59,600   |
| 62153136783360020070 | 363115783360020070 | 04   | 22  | \$190,400  | \$9,600    |
| 62153136779940460160 | 363115779940460160 | 04   | 39  | \$193,400  | \$236,600  |
| 62153136347760050150 | 363115347760050150 | 04   | 11  | \$199,900  | \$126,100  |
| 62153136308720630230 | 363115306720630230 | 04   | 27  | \$202,400  | \$107,600  |
| 62153136347760050120 | 363115347760050120 | 04   | 10  | \$212,400  | \$11,400   |
| 62153136347760050140 | 363115347760050140 | 04   | 10  | \$212,400  | \$0        |
| 62153136347760060050 | 363115347760060050 | 04   | 12  | \$212,400  | \$302,600  |
| 62153136347760060030 | 363115347760060030 | 04   | 19  | \$212,400  | \$12,600   |
| 62153136347760050130 | 363115347760050130 | 04   | 21  | \$212,400  | \$7,600    |
| 62153136347760060040 | 363115347760060040 | 04   | 21  | \$212,400  | \$57,600   |
| 62153136779940600080 | 363115779940600080 | 04   | 11  | \$212,500  | \$167,500  |

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**Building and Land Values**


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| Old Pin              | New Pin            | Year | Use | Land Value | Bldg Value |
|----------------------|--------------------|------|-----|------------|------------|
| 62153136779940700005 | 363115779940700005 | 04   | 19  | \$218,300  | \$281,700  |
| 62153136779940700001 | 363115779940700001 | 04   | 23  | \$219,300  | \$570,700  |
| 62153136779940710080 | 363115779940710080 | 04   | 39  | \$221,000  | \$99,000   |
| 62153136347760060070 | 363115347760060070 | 04   | 11  | \$223,800  | \$96,200   |
| 62153136347760050110 | 363115347760050110 | 04   | 17  | \$224,900  | \$100,100  |
| 62153136779940610010 | 363115779940610010 | 04   | 11  | \$225,300  | \$169,700  |
| 62153136779940690010 | 363115779940690010 | 04   | 21  | \$227,400  | \$44,000   |
| 62153136779940580100 | 363115779940580100 | 04   | 39  | \$228,400  | \$31,600   |
| 62153136779940560150 | 363115779940560150 | 04   | 39  | \$228,400  | \$181,600  |
| 62153136779940600070 | 363115779940600070 | 04   | 11  | \$233,800  | \$144,200  |
| 62153136347760050090 | 363115347760050090 | 04   | 11  | \$237,400  | \$87,800   |
| 62153136779940540010 | 363115779940540010 | 04   | 89  | \$239,200  | \$380,500  |
| 62153136347760010030 | 363115347760010030 | 04   | 11  | \$239,700  | \$90,300   |
| 62153136050940250010 | 363115050940250010 | 04   | 77  | \$240,900  | \$114,000  |
| 62153136000003100600 | 363115000003100600 | 04   | 10  | \$245,100  | \$0        |
| 62153136347760050160 | 363115347760050160 | 04   | 17  | \$249,900  | \$85,100   |
| 62153136347760050100 | 363115347760050100 | 04   | 19  | \$249,900  | \$35,100   |
| 62153136347760060020 | 363115347760060020 | 04   | 33  | \$249,900  | \$60,100   |
| 62153136779940580090 | 363115779940580090 | 04   | 48  | \$252,300  | \$137,700  |
| 62153125780840000143 | 253115780840000143 | 04   | 12  | \$260,700  | \$24,300   |
| 62153136779940710010 | 363115779940710010 | 04   | 21  | \$261,300  | \$118,700  |
| 62153136783360040060 | 363115783360040060 | 04   | 11  | \$261,800  | \$123,200  |
| 62153136783360070060 | 363115783360070060 | 04   | 11  | \$261,800  | \$108,200  |
| 62153136779940600030 | 363115779940600030 | 04   | 27  | \$262,000  | \$58,800   |
| 62153136779940560030 | 363115779940560030 | 04   | 39  | \$274,100  | \$350,900  |
| 62153136779940560080 | 363115779940560080 | 04   | 39  | \$274,100  | \$215,900  |
| 62153136779940600010 | 363115779940600010 | 04   | 11  | \$276,300  | \$68,700   |
| 62153136779940430150 | 363115779940430150 | 04   | 17  | \$286,300  | \$48,700   |
| 62153136779940680030 | 363115779940680030 | 04   | 11  | \$286,500  | \$396,000  |
| 62163206081720000210 | 063216081720000210 | 04   | 08  | \$286,100  | \$361,900  |
| 62153136779940550030 | 363115779940550030 | 04   | 17  | \$295,600  | \$79,400   |
| 62153136306720520100 | 363115306720520100 | 04   | 17  | \$297,500  | \$637,700  |
| 62153136051120050010 | 363115051120050010 | 04   | 71  | \$297,500  | \$542,100  |
| 62153136779940610140 | 363115779940610140 | 04   | 76  | \$300,100  | \$325,700  |
| 62153136347760060060 | 363115347760060060 | 04   | 11  | \$312,400  | \$32,600   |
| 62163206655200000010 | 063216655200000010 | 04   | 12  | \$318,800  | \$135,600  |
| 62153136779940420010 | 363115779940420010 | 04   | 11  | \$322,400  | \$52,600   |
| 62153136779940470010 | 363115779940470010 | 04   | 27  | \$323,400  | \$85,300   |
| 62153136779940690030 | 363115779940690030 | 04   | 91  | \$327,400  | \$372,100  |
| 62153136779940670010 | 363115779940670010 | 04   | 17  | \$329,000  | \$196,000  |
| 62153136779940540050 | 363115779940540050 | 04   | 11  | \$334,200  | \$255,800  |
| 62153136347760060090 | 363115347760060090 | 04   | 41  | \$350,500  | \$49,500   |
| 62153136779940540180 | 363115779940540180 | 04   | 11  | \$357,000  | \$208,000  |

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**Building and Land Values**


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| Old Pin              | New Pin            | Year | Use | Land Value          | Bldg Value          |
|----------------------|--------------------|------|-----|---------------------|---------------------|
| 62153136779940810030 | 363115779940610030 | 04   | 11  | \$365,500           | \$85,400            |
| 62153136783360030010 | 363115783360030010 | 04   | 11  | \$366,500           | \$153,500           |
| 62153136050940260030 | 363115050940260030 | 04   | 88  | \$380,800           | \$39,200            |
| 62153136779940690130 | 363115779940690130 | 04   | 33  | \$382,000           | \$48,000            |
| 62153136779940460130 | 363115779940460130 | 04   | 12  | \$414,400           | \$185,600           |
| 62153136783360080010 | 363115783360080010 | 04   | 11  | \$418,900           | \$166,100           |
| 62153136000001400300 | 363115000001400300 | 04   | 19  | \$425,900           | \$124,100           |
| 62153136779940560130 | 363115779940560130 | 04   | 11  | \$434,900           | \$345,100           |
| 62153136779940550080 | 363115779940550080 | 04   | 23  | \$445,700           | \$529,300           |
| 62153136779940470030 | 363115779940470030 | 04   | 11  | \$453,300           | \$399,200           |
| 62153136779940550010 | 363115779940550010 | 04   | 89  | \$480,100           | \$719,400           |
| 62153136779940680140 | 363115779940680140 | 04   | 11  | \$501,500           | \$78,600            |
| 62163208000003301000 | 063216000003301000 | 04   | 11  | \$515,000           | \$213,300           |
| 62153136783360060010 | 363115783360060010 | 04   | 23  | \$523,600           | \$201,400           |
| 62153136779940750010 | 363115779940750010 | 04   | 11  | \$700,100           | \$2,049,900         |
| 62153136308720630160 | 363115308720630160 | 04   | 89  | \$704,700           | \$1,224,800         |
| 62153136347760020090 | 363115347760020090 | 04   | 11  | \$758,600           | \$571,400           |
| 62163206000003301400 | 063216000003301400 | 04   | 21  | \$892,100           | \$207,900           |
| 62153136779940590010 | 363115779940590010 | 04   | 11  | \$1,035,400         | \$1,014,600         |
| 62153136000001400100 | 363115000001400100 | 04   | 21  | \$1,202,600         | \$197,400           |
| 62153136779940680010 | 363115779940680010 | 04   | 11  | \$1,328,700         | \$1,271,300         |
| 62163206000003300800 | 063216000003300800 | 04   | 11  | \$1,604,100         | \$1,495,900         |
| 62163206000003300500 | 063216000003300500 | 04   | 11  | \$3,758,400         | \$2,843,600         |
| 62163206000003200500 | 063216000003200500 | 04   | 39  | \$4,411,000         | \$7,189,000         |
| 62153136779880000010 | 363115779880000010 | 04   | 89  | \$4,868,500         | \$1,970,600         |
| 62163206000003300400 | 063216000003300400 | 04   | 39  | \$8,017,200         | \$882,800           |
| 62153201000001100400 | 013215000001100400 | 04   | 39  | \$8,699,700         | \$5,800,300         |
| 62163206000002300200 | 063216000002300200 | 04   | 39  | \$10,452,800        | \$4,747,200         |
| 62163206801720000010 | 063216801720000010 | 04   | 39  | \$20,491,300        | \$5,008,700         |
| 62163206000002300300 | 063216000002300300 | 04   | 39  | <u>\$23,272,300</u> | <u>\$15,227,700</u> |
|                      |                    |      |     | \$127,915,100       | \$73,511,200        |

# Exhibit C

**George Kinney**

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**From:** Chelsey Welden  
**Sent:** Tuesday, June 18, 2013 10:09 AM  
**To:** George Kinney  
**Subject:** FW: question

See below

*Chelsey Welden*

Urban Planner, City of St. Pete Beach  
(727)363-9266

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**From:** Moore, Erin [mailto:emoore@pcpao.org]  
**Sent:** Tuesday, June 18, 2013 9:23 AM  
**To:** Chelsey Welden  
**Cc:** Coffey, Amanda  
**Subject:** RE: question

Good morning:

I've confirmed that the list of districts is complete. There are no new ad valorem levies within SPB for 2013.

Erin

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**From:** Chelsey Welden [mailto:cwelden@stpetebeach.org]  
**Sent:** Monday, June 17, 2013 1:51 PM  
**To:** Moore, Erin  
**Subject:** RE: question

Alright thank you so much!

*Chelsey Welden*

Urban Planner, City of St. Pete Beach  
(727)363-9266

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**From:** Moore, Erin [mailto:emoore@pcpao.org]  
**Sent:** Monday, June 17, 2013 1:10 PM  
**To:** Chelsey Welden  
**Subject:** RE: question

Yep, looks the same to me!



Parcel #: 36-31-15-77994-061-0110 Parcel Status: < No Status Selected > Homestead %: 0.00% Cap Base Yr: 1994

Use Code: 3251 Enclosed Theater (movie or playhouse, etc.) Neighborhood: 5300 AREA = 53; NEB is NL Ownership: 1

Owner Names (1) | Tenancy (0)

| N | Owner Name                | M | Ro |
|---|---------------------------|---|----|
| 1 | ST PETE BEACH THEATRE LLC |   |    |

Owner Address:

Address: 315 COREY AVE

City: ST PETERSBURG

State: FL Zip: 33706-1816

Country:

Use Code: 3251 Enclosed Theater (movie or playhouse, etc.)

Millage: SPB ST PETE BEACH

Neighborhood: 5300 AREA = 53; NEB is NL

Subdivision: 77994 ST PETERSBURG BEACH

Millage Details

Account #: 36-31-15-77994-061-0110

| District Code | District Name                | Taxable Value | Final Tax Rate   | Proposed Millage |
|---------------|------------------------------|---------------|------------------|------------------|
| 10A           | GENERAL FUND                 | \$428,000     | 5.010500         |                  |
| 10C           | HEALTH DEPARTMENT            | \$428,000     | 0.062200         |                  |
| 17A           | PINELLAS PLANNING COUNCIL    | \$428,000     | 0.012500         |                  |
| 18            | EMERGENCY MEDICAL SERVICE    | \$428,000     | 0.315800         |                  |
| 12A           | PINELLAS COUNTY SCHOOL BOARD | \$428,000     | 5.554000         |                  |
| 12B           | SCHOOL LOCAL                 | \$428,000     | 2.749000         |                  |
| SPB           | ST. PETE BEACH               | \$428,000     | 3.281500         |                  |
| 17C           | SW FLORIDA WATER MANAGEMENT  | \$428,000     | 0.392800         |                  |
| 17B           | JUVENILE WELFARE BOARD       | \$428,000     | 0.893100         |                  |
| SPD           | ST. PETE BEACH DEBT          | \$428,000     | 0.087600         |                  |
| 10B           |                              | \$428,000     | 0.000000         |                  |
| 17D           |                              | \$428,000     | 0.000000         |                  |
|               |                              |               | <b>18.963000</b> |                  |

Erin C. Moore, CFE, AAS, RES  
 Deputy for Assessment Administration  
 Pinellas County Property Appraiser's Office  
 P O Box 1957 Clearwater, FL 33757  
 (727) 464-4373 Fax (727) 464-3448  
[www.pcpao.org](http://www.pcpao.org)  
[emoore@pcpao.org](mailto:emoore@pcpao.org)

\*\*\*\*\*  
 PLEASE NOTE: All electronic mail sent to and from Pinellas County Government is subject to the Public Records provision of the Florida Statutes, and may be released as part of a public records request.  
 \*\*\*\*\*

**From:** Chelsey Welden [<mailto:cwelden@stpetebeach.org>]  
**Sent:** Monday, June 17, 2013 1:00 PM  
**To:** Moore, Erin  
**Subject:** RE: question

315 Corey Avenue, St. Pete Beach 33706

*Chelsey Welden*  
 Urban Planner, City of St. Pete Beach  
 (727)363-9266

**From:** Moore, Erin [<mailto:emoore@pcpao.org>]  
**Sent:** Monday, June 17, 2013 1:01 PM  
**To:** Chelsey Welden

**Cc:** Coffey, Amanda  
**Subject:** RE: question

It should be the same throughout the whole city, but just to be sure, send me a parcel number or address of a property within the CRA boundary, and I'll send the list attached to that parcel.

Erin

Erin C. Moore, CFE, AAS, RES  
Deputy for Assessment Administration  
Pinellas County Property Appraiser's Office  
P O Box 1957 Clearwater, FL 33757  
(727) 464-4373 Fax (727) 464-3448  
[www.pcpao.org](http://www.pcpao.org)  
[emoore@pcpao.org](mailto:emoore@pcpao.org)

\*\*\*\*\*

*PLEASE NOTE: All electronic mail sent to and from Pinellas County Government is subject to the Public Records provision of the Florida Statutes, and may be released as part of a public records request.*

\*\*\*\*\*

---

**From:** Chelsey Welden [<mailto:cwelden@stpetebeach.org>]  
**Sent:** Monday, June 17, 2013 11:52 AM  
**To:** Moore, Erin  
**Cc:** Coffey, Amanda  
**Subject:** RE: question

Ok, thank you Erin!

Amanda: I see that each of the entities have a District Code next to their names. Is there any way that I could use this to determine whether or not they levy taxes specifically within the boundaries of our CRA? Or should it be the same throughout the whole City? Sorry if this seems very elementary of a question.. I have no idea about this stuff!

*Chelsey Welden*

Urban Planner, City of St. Pete Beach  
(727)363-9266

---

**From:** Moore, Erin [<mailto:emoore@pcpao.org>]  
**Sent:** Monday, June 17, 2013 11:45 AM  
**To:** Chelsey Welden  
**Subject:** RE: question

Hi Chelsey,

Below is a list of the entities that levy ad valorem taxes on property in St Pete Beach. There may be an additional levy for 2013. I've copied Amanda Coffey on this reply, as she is our Deputy for Government Affairs/Staff Counsel. She can confirm if there is a new levy for 2013 in addition to these. Amanda is out today, and may not be able to respond until tomorrow or Wednesday.

Erin



| District Code | District Name                | Final Tax Rate |
|---------------|------------------------------|----------------|
| 10A           | GENERAL FUND                 | 5.010500       |
| 10C           | HEALTH DEPARTMENT            | 0.062200       |
| 17A           | PINELLAS PLANNING COUNCIL    | 0.012500       |
| 16            | EMERGENCY MEDICAL SERVICE    | 0.915800       |
| 12A           | PINELLAS COUNTY SCHOOL BOARD | 5.554000       |
| 12B           | SCHOOL LOCAL                 | 2.748000       |
| SPB           | ST. PETE BEACH               | 3.281900       |
| 17C           | SW FLORIDA WATER MANAGEMENT  | 0.392800       |
| 17B           | JUVENILE WELFARE BOARD       | 0.898100       |
| SPD           | ST. PETE BEACH DEBT          | 0.087800       |
| 10B           |                              | 0.000000       |
| 17D           |                              | 0.000000       |

Erin C. Moore, CFE, AAS, RES  
Deputy for Assessment Administration  
Pinellas County Property Appraiser's Office  
P O Box 1957 Clearwater, FL 33757  
(727) 464-4373 Fax (727) 464-3448  
[www.pcpao.org](http://www.pcpao.org)  
[emoore@pcpao.org](mailto:emoore@pcpao.org)

\*\*\*\*\*

PLEASE NOTE: All electronic mail sent to and from Pinellas County Government is subject to the Public Records provision of the Florida Statutes, and may be released as part of a public records request.

\*\*\*\*\*

**From:** Chelsey Welden [<mailto:cwelden@stpetebeach.org>]  
**Sent:** Monday, June 17, 2013 11:27 AM  
**To:** Moore, Erin  
**Subject:** question

Hi Erin,

The City of St. Pete Beach is in the process of setting up a CRA and one of the requirements is that we send out public notice of our next meeting to all of the taxing authorities which levy ad valorem taxes on real property within the geographic boundaries of the CRA. Would you be able to help me figure out who these taxing authorities are? Our City Attorney is saying this involves an extensive list of names, but the County is saying that it should only be a couple of entities. Any insight?

Thanks,

*Chelsey Welden*

Urban Planner, City of St. Pete Beach  
(727)363-9266

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

CRA Transmittal Contacts

Mr. Michael C. Crawford, AICP, Interim Executive Director  
Pinellas Planning Council  
310 Court Street, 2<sup>nd</sup> Floor  
Clearwater, Florida 33756

Mr. Robert S. LaSala, County Administrator  
Pinellas County  
315 Court Street  
Clearwater, Florida 33756

Mr. Blake Guillory, P.E., Executive Director  
Southwest Florida Water Management District Headquarters  
2379 Broad Street  
Brooksville, Florida 34604-6899

Ms. Claude Dharamraj, MD, MPH, Director  
Pinellas County Health Department  
205 Martin Luther King Street North  
St. Petersburg, Florida 33701

Ms. D. Gay Lancaster, Executive Director  
Pinellas County Juvenile Welfare Board  
14155 58th St North, Suite 100  
Clearwater, Florida 33760

Dr. Michael A. Grego, Superintendent  
Pinellas County Public Schools  
301 Fourth Street. SW  
Largo, Florida 33770

Mr. Craig Hare, Public Safety Services  
Pinellas County Emergency Medical Services, Largo Office  
12490 Ulmerton Road  
Largo, Florida 33774

Pinellas County Public Works, Mosquito Control  
4100 118th Avenue North  
Clearwater, Florida 33762



## SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Ms. Claude Pharamaj, MD  
Director, Raelles City Health Dept.  
205 Martin Luther King St. N.  
S. Petersburg, FL 33701

## COMPLETE THIS SECTION ON DELIVERY

- A. Signature  ☐ Agent ☐ Addressee
- B. Received by (Printed Name) ☐ Date of Delivery  
Alice Pharamaj
- D. Is delivery address different from item 1? ☐ Yes  
If YES, enter delivery address below: ☒ No

## 3. Service Type

- ☒ Certified Mail ☐ Express Mail  
☐ Registered ☐ Return Receipt for Merchandise  
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## 4. Restricted Delivery? (Extra Fee)

☐ Yes

2. Article N

(Transfer to service label)

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PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-1540

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- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Mr. Blake Guillory, PE.  
Executive Director  
Su. Florida Water Mgmt Dist  
2379 Broad Street  
Brooksville, FL 34604

## COMPLETE THIS SECTION ON DELIVERY

- A. Signature  ☐ Agent ☐ Addressee
- B. Received by (Printed Name) ☐ Date of Delivery  
Blake Guillory 6/19/13
- D. Is delivery address different from item 1? ☐ Yes  
If YES, enter delivery address below: ☒ No

## 3. Service Type

- ☒ Certified Mail ☐ Express Mail  
☐ Registered ☐ Return Receipt for Merchandise  
☐ Insured Mail ☐ C.O.D.

## 4. Restricted Delivery? (Extra Fee)

☐ Yes

2. Article N

(Transfer to service label)

7010 0780 0002 0585 0979

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City, State, ZIP+4

Health Dept

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| Certified Fee                                  |    |
| Return Receipt Fee (Endorsement Required)      |    |
| Restricted Delivery Fee (Endorsement Required) |    |
| Total Postage & Fees                           | \$ |

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Sent To

Street, Apt. No.,  
or PO Box No.

City, State, ZIP+4

SWFWMD

PS Form 3800, August 2006

See Reverse for Instructions



## SENDER: COMPLETE THIS SECTION

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- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Ms. D. Gray Lancaster  
Executive Director  
Paeles City Junior League B.  
14155 58th Street N., Suite 60  
Clearwater, FL 33760

2. Article N (Transfer to service label)

7010 0780 0002 0585 0955

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Domestic Return Receipt

102595-02-M-1540

## COMPLETE THIS SECTION ON DELIVERY

- A. Signature [Signature] ☐ Agent
- B. Received by (Printed Name) [Signature] ☐ Addressee
- C. Date of Delivery 6/19
- D. Is delivery address different from item 1? ☐ Yes  
If YES, enter delivery address below: ☒ No

## 3. Service Type

- ☒ Certified Mail ☐ Express Mail
- ☐ Registered ☐ Return Receipt for Merchandise
- ☐ Insured Mail ☐ C.O.D.
4. Restricted Delivery? (Extra Fee) ☐ Yes

## SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Mr. Craig Here  
Public Safety Services  
Paeles City EMS, Logo  
12490 Ulmerton Road  
Largo, FL 33774

2. Article N (Transfer to service label)

7010 0780 0002 0585 0924

PS Form 3811, February 2004

Domestic Return Receipt

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## COMPLETE THIS SECTION ON DELIVERY

- A. Signature [Signature] ☐ Agent
- B. Received by (Printed Name) [Signature] ☐ Addressee
- C. Date of Delivery 6/13
- D. Is delivery address different from item 1? ☐ Yes  
If YES, enter delivery address below: ☒ No

## 3. Service Type

- ☒ Certified Mail ☐ Express Mail
- ☐ Registered ☐ Return Receipt for Merchandise
- ☐ Insured Mail ☐ C.O.D.
4. Restricted Delivery? (Extra Fee) ☐ Yes

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| Total Postage & Fees                           | \$ |

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Sent to Mr. Valentin Ctr

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| Postage                                        | \$ |
| Certified Fee                                  |    |
| Return Receipt Fee (Endorsement Required)      |    |
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| Total Postage & Fees                           | \$ |

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7010 0780 0002 0585 0924

Sent to Mr. Craig Here

Street, Apt. No.,  
or PO Box No.

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- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Dr. Michael A. Gregg  
Superintendent  
Pinellas City Public Schools  
301 Fourth Street, SW.  
Largo, FL 33770

2. Article No.  
(Transfer to service label)

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-1540

**COMPLETE THIS SECTION ON DELIVERY**

- A. Signature James Sulek ☒ Agent ☐ Addressee
- B. Received by (Printed Name) Deanne Sulek ☐ Addressee
- C. Date of Delivery 6/24/13
- D. Is delivery address different from item 1? ☒ Yes ☐ No
- If YES, enter delivery address below:

3. Service Type

- ☒ Certified Mail ☐ Express Mail
- ☐ Registered ☐ Return Receipt for Merchandise
- ☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee)

☐ Yes

**SENDER: COMPLETE THIS SECTION**

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Pinellas City Public Works  
Mosquito Control  
4100 118th Avenue North  
Clearwater, FL 33762

2. Article No.  
(Transfer to service label)

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-1540

**COMPLETE THIS SECTION ON DELIVERY**

- A. Signature Robert M. M... ☐ Agent ☐ Addressee
- B. Received by (Printed Name) Robert M. M... ☐ Addressee
- C. Date of Delivery 6/18/13
- D. Is delivery address different from item 1? ☐ Yes ☒ No
- If YES, enter delivery address below:

3. Service Type

- ☒ Certified Mail ☐ Express Mail
- ☐ Registered ☐ Return Receipt for Merchandise
- ☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee)

☐ Yes

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| <b>OFFICIAL USE</b>                                                                            |               |
| Postage \$                                                                                     | Postmark Here |
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| Return Receipt Fee (Endorsement Required)                                                      |               |
| Restricted Delivery Fee (Endorsement Required)                                                 |               |
| Total Postage & Fees \$                                                                        |               |
| Sent to <u>City Public Schools</u>                                                             |               |
| Street, Apt. No., or PO Box No.                                                                |               |
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|                                                                                                |               |
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| <b>OFFICIAL USE</b>                                                                            |               |
| Postage \$                                                                                     | Postmark Here |
| Certified Fee                                                                                  |               |
| Return Receipt Fee (Endorsement Required)                                                      |               |
| Restricted Delivery Fee (Endorsement Required)                                                 |               |
| Total Postage & Fees \$                                                                        |               |
| Sent to <u>Public Works, Mosquito Control</u>                                                  |               |
| Street, Apt. No., or PO Box No.                                                                |               |
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| Total Postage & Fees                              | \$ |

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 or PO Box No. \_\_\_\_\_  
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| Certified Fee                                     |    |
| Return Receipt Fee<br>(Endorsement Required)      |    |
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| Total Postage & Fees                              | \$ |

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 or PO Box No. \_\_\_\_\_  
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THE SUNSET CAPITAL OF FLORIDA

*Community Development Department*

155 Corey Avenue  
St. Pete Beach, Florida 33706  
Phone: 727.367.2735  
Fax: 727.363.9222

June 18, 2013

Mr. Michael C. Crawford, AICP, Interim Executive Director  
Pinellas Planning Council  
310 Court Street, 2nd Floor  
Clearwater, Florida 33756

Re: City of St. Pete Beach Resolution 2013-09

Dear Mr. Crawford,

Please find enclosed a copy of proposed City of St. Pete Beach Resolution 2013-09. The St. Pete Beach City Commission will consider adoption of this resolution at their meeting of July 9, 2013. This meeting will take place at 6:00pm in the City Hall Commission Chambers located at 155 Corey Avenue in St. Pete Beach.

This action is related to the establishment of the St. Pete Beach Community Reinvestment Area and is intended to ratify previous actions of the City Commission as further described in the body of the Resolution. Further, this notice is being provided to you pursuant to Section 163.346 of the Florida Statute.



Please feel free to contact me with any additional comments or questions at 727.363.9265 or by email at [g.kinney@stpetebeach.org](mailto:g.kinney@stpetebeach.org).

Sincerely,

George G. Kinney, AICP  
Planning and Community Development Director  
City of St. Pete Beach, Florida

Cc: Mike Bonfield, St. Pete Beach City Manager  
Mike Davis, St. Pete Beach Attorney  
Rebecca Haynes, St. Pete Beach City Clerk

Enc.

## CRA Chronology

### 2003

May 2003 - Completion of Opportunities Assessment and Strategies Analysis Report prepared by Real Estate Research Consultants.

### 2004

September 1, 2004 – Letter from Pinellas County offering general information on development of a CRA.

### 2005

May 2005 – Completion of initial Findings of Necessity Report prepared by Real Estate Research Consultants.

June 9, 2005 – Letter sent by City to taxing authorities advising of intent to adopt a resolution finding one or more blighted areas exist in the City of St. Pete Beach. Letter was signed by Mayor and sent to City of St. Pete Beach, Pinellas County Health Department, Pinellas County Administrator, Pinellas County Juvenile Welfare Board, Pinellas Planning Council, Southwest Florida Water Management District, Pinellas County Public Schools, Pinellas County EMS, and Pinellas County Public Works Department.

June 28, 2005 – City passes Resolution Number 2005-14 finding blight conditions and finding a need to create a CRA.

June 30, 2005 – Letter sent by City to Pinellas County Administrator advising the adoption of Resolution 2005-14 and including the May 2005 Findings of Necessity Report.

September 29, 2005 – Letter from Pinellas County commenting on their review of the May 2005 Findings of Necessity Report.

December 22, 2005 – Email from Pinellas County following up on September 29, 2005 letter with follow-up comments related to their review of the May 2005 Findings of Necessity Report.

### 2006

April 2006 – Revised Blight Study based on City/County conversations and prepared by Real Estate Research Consultants.

October 10, 2006 – County staff report to County Resolution Number 06-191. Staff report notes that all deficiencies in Findings of Necessity Report had been rectified over past year. Staff report recommends Resolution 06-191 with the following understanding. *"Since the City*

*Commission action in City Resolution Number 2005-14 was based on the initial, deficient Blight Study and included the Dolphin Village area, the St. Pete Beach City Commission will need to approve the amended District boundaries and the revised Blight Study dated April 2006, before proceeding to the next steps in the process in developing a community redevelopment program".* (Note: It does not appear that the City adopted the revised Blight Study noted above)

October 10, 2006 – County adopts Resolution Number 06-191 delegating certain authority and powers conferred to them by the Community Redevelopment Act of 1969.

## **2008**

June 18, 2008 – Planning Commission discussed the process to enact a Community Redevelopment Plan.

July 23, 2008 – Planning Commission approves a finding for determination of consistency of the CRA.

October 2008 – Initial comments provided by Pinellas County based on their review of the Community Redevelopment Plan.

November 12, 2008 – Letter from Pinellas County Planning Director to City Manager commenting on their review of the Community Redevelopment Plan.

## **2009**

April 13, 2009 - Letter from Pinellas County Planning Director to City Manager further commenting on their review of the Community Redevelopment Plan.

June 19, 2009 - Letter from Pinellas County Planning Director to City Manager further commenting on their review of the Community Redevelopment Plan.

December 11, 2009 – City Attorney provides a memo outlining procedural requirements.

## **2010**

January 4, 2010 – City Resolution 2010-01 proposing adoption of a Community Redevelopment Area Plan.

June 29, 2010 - Letter sent by City to taxing authorities advising of intent to adopt Resolution 2010-21. Letter was signed by Planning Director and sent to Pinellas County Health Department, Pinellas County Administrator, Pinellas County Juvenile Welfare Board, Pinellas Planning Council, Southwest Florida Water Management District, Pinellas County Public Schools, Pinellas County EMS, and Pinellas County Public Works Department.

July 1, 2010 – Letter from City to Pinellas County advising of intent to adopt Resolution 2010-21 designating the St. Pete Beach City Commission as the Community Redevelopment Agency for the proposed Community Redevelopment Area.

July 13, 2010 – City Resolution 2010-21 finding the necessity to create a Community Redevelopment Agency and providing for designation of the City Commission as the Community Redevelopment Agency.

September 16, 2010 - City Attorney provides a memo outlining procedural requirements.

November 22, 2010 - Letter sent by City to taxing authorities advising of intent to adopt Resolutions 2010-32 ratifying the Findings of Necessity Report and Resolution 2010-33 approving the Community Redevelopment Plan. Letter was signed by Planning Director and sent to Pinellas County Health Department, Pinellas County Administrator, Pinellas County Juvenile Welfare Board, Pinellas Planning Council, Southwest Florida Water Management District, Pinellas County Public Schools, Pinellas County EMS, and Pinellas County Public Works Department.



## APPENDIX B:

# Increment Revenue Financing Tables



Annual TIF Revenue Table

| Annual TIF Revenue Table |               |                              |         |             |             |                              |             |                        |                     |                                       |         |             |             |                              |                   |                        |                     |             |
|--------------------------|---------------|------------------------------|---------|-------------|-------------|------------------------------|-------------|------------------------|---------------------|---------------------------------------|---------|-------------|-------------|------------------------------|-------------------|------------------------|---------------------|-------------|
| Year                     |               | Pinellas                     |         |             |             | St Pete Beach                |             |                        |                     | Incremental Property Tax Levy/Revenue |         |             |             |                              | Total TIF Revenue |                        |                     |             |
| TIF                      | Calen-<br>dar | Incremental<br>Taxable Value | Millage | Tax Levy    |             | Tax Revenue<br>(95% of Levy) |             | TIF<br>Capture<br>Rate | Retained<br>Revenue | TIF Revenue                           | Millage | Tax Levy    |             | Tax Revenue<br>(95% of Levy) |                   | TIF<br>Capture<br>Rate | Retained<br>Revenue | TIF Revenue |
|                          |               |                              |         |             |             |                              |             |                        |                     |                                       |         |             |             |                              |                   |                        |                     |             |
| 1                        | 2014          | \$5,660,764                  | 5.3377  | \$0         | \$0         | \$28,705                     | \$28,705    | 100%                   | \$0                 | \$28,705                              | 2.8569  | \$0         | \$0         | \$0                          | \$0               | \$0                    | \$0                 | \$0         |
| 2                        | 2015          | \$14,999,667                 | 5.3377  | \$30,215    | \$28,705    | \$76,061                     | \$76,061    | 100%                   | \$0                 | \$76,061                              | 2.8569  | \$16,172    | \$15,364    | \$15,364                     | \$15,364          | \$0                    | \$15,364            | \$44,068    |
| 3                        | 2016          | \$25,392,692                 | 5.3377  | \$80,064    | \$76,061    | \$128,762                    | \$128,762   | 100%                   | \$0                 | \$128,762                             | 2.8569  | \$42,853    | \$40,710    | \$40,710                     | \$40,710          | \$0                    | \$40,710            | \$116,770   |
| 4                        | 2017          | \$51,327,114                 | 5.3377  | \$135,539   | \$128,762   | \$260,270                    | \$260,270   | 100%                   | \$0                 | \$260,270                             | 2.8569  | \$146,636   | \$139,305   | \$139,305                    | \$139,305         | \$0                    | \$139,305           | \$399,575   |
| 5                        | 2018          | \$63,761,842                 | 5.3377  | \$273,969   | \$260,270   | \$323,325                    | \$323,325   | 100%                   | \$0                 | \$323,325                             | 2.8569  | \$182,161   | \$173,053   | \$173,053                    | \$173,053         | \$0                    | \$173,053           | \$496,378   |
| 6                        | 2019          | \$77,550,885                 | 5.3377  | \$340,342   | \$323,325   | \$393,246                    | \$393,246   | 75%                    | \$98,312            | \$294,935                             | 2.8569  | \$221,555   | \$210,477   | \$210,477                    | \$210,477         | \$52,619               | \$157,858           | \$452,793   |
| 7                        | 2020          | \$92,478,018                 | 5.3377  | \$413,943   | \$393,246   | \$468,939                    | \$468,939   | 75%                    | \$117,235           | \$351,704                             | 2.8569  | \$264,200   | \$250,990   | \$250,990                    | \$250,990         | \$62,748               | \$188,243           | \$539,947   |
| 8                        | 2021          | \$125,948,004                | 5.3377  | \$493,620   | \$468,939   | \$638,659                    | \$638,659   | 75%                    | \$159,665           | \$478,994                             | 2.8569  | \$359,821   | \$341,830   | \$341,830                    | \$341,830         | \$85,457               | \$256,372           | \$735,367   |
| 9                        | 2022          | \$143,963,326                | 5.3377  | \$672,273   | \$638,659   | \$729,961                    | \$729,961   | 75%                    | \$182,490           | \$547,471                             | 2.8569  | \$411,260   | \$390,697   | \$390,697                    | \$390,697         | \$97,674               | \$293,023           | \$840,493   |
| 10                       | 2023          | \$163,962,496                | 5.3377  | \$768,380   | \$729,961   | \$831,423                    | \$831,423   | 75%                    | \$207,856           | \$623,568                             | 2.8569  | \$468,424   | \$445,003   | \$445,003                    | \$445,003         | \$111,251              | \$333,752           | \$957,320   |
| 11                       | 2024          | \$186,212,576                | 5.3377  | \$875,183   | \$831,423   | \$944,250                    | \$944,250   | 75%                    | \$236,062           | \$708,187                             | 2.8569  | \$531,991   | \$505,391   | \$505,391                    | \$505,391         | \$126,348              | \$379,043           | \$1,087,231 |
| 12                       | 2025          | \$231,065,338                | 5.3377  | \$993,947   | \$944,250   | \$1,171,690                  | \$1,171,690 | 75%                    | \$292,922           | \$878,767                             | 2.8569  | \$660,131   | \$627,124   | \$627,124                    | \$627,124         | \$156,781              | \$470,343           | \$1,349,110 |
| 13                       | 2026          | \$258,229,239                | 5.3377  | \$1,233,357 | \$1,171,690 | \$1,309,433                  | \$1,309,433 | 75%                    | \$327,358           | \$982,075                             | 2.8569  | \$737,735   | \$700,848   | \$700,848                    | \$700,848         | \$175,212              | \$525,636           | \$1,507,711 |
| 14                       | 2027          | \$288,131,579                | 5.3377  | \$1,378,350 | \$1,309,433 | \$1,461,062                  | \$1,461,062 | 75%                    | \$365,265           | \$1,095,796                           | 2.8569  | \$823,163   | \$782,005   | \$782,005                    | \$782,005         | \$195,501              | \$586,504           | \$1,682,300 |
| 15                       | 2028          | \$321,606,498                | 5.3377  | \$1,537,960 | \$1,461,062 | \$1,630,807                  | \$1,630,807 | 75%                    | \$407,702           | \$1,223,105                           | 2.8569  | \$918,798   | \$872,858   | \$872,858                    | \$872,858         | \$218,214              | \$654,643           | \$1,877,749 |
| 16                       | 2029          | \$385,077,267                | 5.3377  | \$1,716,639 | \$1,630,807 | \$1,952,656                  | \$1,952,656 | 75%                    | \$488,164           | \$1,464,492                           | 2.8569  | \$1,100,127 | \$1,045,121 | \$1,045,121                  | \$1,045,121       | \$261,280              | \$783,841           | \$2,248,332 |
| 17                       | 2030          | \$426,800,001                | 5.3377  | \$2,055,427 | \$1,952,656 | \$2,164,224                  | \$2,164,224 | 75%                    | \$541,056           | \$1,623,168                           | 2.8569  | \$1,219,325 | \$1,158,359 | \$1,158,359                  | \$1,158,359       | \$289,590              | \$868,769           | \$2,491,937 |
| 18                       | 2031          | \$379,594,507                | 5.3377  | \$2,278,130 | \$2,164,224 | \$2,026,162                  | \$2,026,162 | 75%                    | \$481,213           | \$1,443,640                           | 2.8569  | \$1,084,464 | \$1,030,240 | \$1,030,240                  | \$1,030,240       | \$257,560              | \$772,680           | \$2,216,320 |
| 19                       | 2032          | \$297,906,157                | 5.3377  | \$1,590,134 | \$1,510,627 | \$1,510,627                  | \$1,510,627 | 75%                    | \$377,657           | \$1,132,970                           | 2.8569  | \$851,088   | \$808,534   | \$808,534                    | \$808,534         | \$202,133              | \$606,400           | \$1,739,371 |
| 20                       | 2033          | \$297,906,157                | 5.3377  | \$1,590,134 | \$1,510,627 | \$1,510,627                  | \$1,510,627 | 75%                    | \$377,657           | \$1,132,970                           | 2.8569  | \$851,088   | \$808,534   | \$808,534                    | \$808,534         | \$202,133              | \$606,400           | \$1,739,371 |
| 21                       | 2034          | \$330,517,697                | 5.3377  | \$1,764,204 | \$1,675,994 | \$2,058,495                  | \$2,058,495 | 75%                    | \$418,999           | \$1,256,996                           | 2.8569  | \$944,256   | \$897,043   | \$897,043                    | \$897,043         | \$224,261              | \$672,782           | \$1,929,778 |
| 22                       | 2035          | \$405,949,621                | 5.3377  | \$1,764,204 | \$1,675,994 | \$2,058,495                  | \$2,058,495 | 75%                    | \$418,999           | \$1,256,996                           | 2.8569  | \$944,256   | \$897,043   | \$897,043                    | \$897,043         | \$224,261              | \$672,782           | \$1,929,778 |
| 23                       | 2036          | \$462,207,930                | 5.3377  | \$2,166,837 | \$2,058,495 | \$2,467,127                  | \$2,467,127 | 75%                    | \$514,624           | \$1,543,872                           | 2.8569  | \$1,159,757 | \$1,101,770 | \$1,101,770                  | \$1,101,770       | \$275,442              | \$826,327           | \$2,370,199 |
| 24                       | 2037          | \$527,049,859                | 5.3377  | \$2,467,127 | \$2,343,771 | \$2,813,234                  | \$2,813,234 | 75%                    | \$585,943           | \$1,757,828                           | 2.8569  | \$1,320,482 | \$1,254,458 | \$1,254,458                  | \$1,254,458       | \$313,614              | \$940,843           | \$2,698,671 |
| 25                       | 2038          | \$602,614,976                | 5.3377  | \$2,813,234 | \$2,672,572 | \$3,055,749                  | \$3,055,749 | 75%                    | \$668,143           | \$2,004,429                           | 2.8569  | \$1,505,729 | \$1,430,442 | \$1,430,442                  | \$1,430,442       | \$357,611              | \$1,072,832         | \$3,077,261 |
| 26                       | 2039          | \$730,183,339                | 5.3377  | \$3,216,578 | \$3,055,749 | \$3,702,625                  | \$3,702,625 | 75%                    | \$763,937           | \$2,291,812                           | 2.8569  | \$1,721,611 | \$1,635,530 | \$1,635,530                  | \$1,635,530       | \$408,883              | \$1,226,648         | \$3,518,459 |
| 27                       | 2040          | \$833,569,555                | 5.3377  | \$3,897,500 | \$3,702,625 | \$4,449,344                  | \$4,449,344 | 75%                    | \$925,656           | \$2,776,968                           | 2.8569  | \$2,086,061 | \$1,981,758 | \$1,981,758                  | \$1,981,758       | \$495,439              | \$1,486,318         | \$4,263,287 |
| 28                       | 2041          | \$955,774,733                | 5.3377  | \$4,449,344 | \$4,226,877 | \$5,101,639                  | \$5,101,639 | 75%                    | \$1,056,719         | \$3,170,158                           | 2.8569  | \$2,381,425 | \$2,262,354 | \$2,262,354                  | \$2,262,354       | \$565,588              | \$1,696,765         | \$4,866,923 |
| 29                       | 2042          | \$1,100,410,297              | 5.3377  | \$5,101,639 | \$4,846,557 | \$5,873,660                  | \$5,873,660 | 75%                    | \$1,211,639         | \$3,634,918                           | 2.8569  | \$2,730,553 | \$2,594,025 | \$2,594,025                  | \$2,594,025       | \$648,506              | \$1,945,519         | \$5,580,437 |
| 30                       | 2043          | \$1,339,631,146              | 5.3377  | \$5,873,660 | \$5,579,977 | \$6,725,574                  | \$6,725,574 | 75%                    | \$1,394,994         | \$4,184,983                           | 2.8569  | \$3,143,762 | \$2,986,574 | \$2,986,574                  | \$2,986,574       | \$746,644              | \$2,239,931         | \$6,424,913 |

## **APPENDIX C:**

# **Comprehensive Plan Review**

## CONSISTENCY WITH THE CITY'S COMPREHENSIVE PLAN

### COMPREHENSIVE PLAN GOALS, OBJECTIVES, AND POLICIES

| Future Land Use Element |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Goal 1                  | Support rebuilding and maintaining a sustainable carbon-neutral community by adopting and implementing land development and building regulations that: protect and conserve water resources; promote energy efficient buildings; encourage environmentally sensitive site and building design; facilitate recycling of construction materials and debris; support innovative building and site design that recognizes the complexities and environmental sensitivities of our coastal environment and its vulnerability to storms; and protect and enhancement of the overall environmental quality of our City.      |
| Policy 1.1.4            | The City shall promote and encourage through redevelopment land development regulations clean industries such as tourism-related businesses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Policy 1.1.6            | The City shall consider participation in Cities for Climate Protection Campaign in support of Executive Order No.: 07-126, issued by the Governor of the State of Florida on July 13, 2007; and in partnership and support of a Resolution adopted by Pinellas County to become a national and state model for innovative and sustainable planning, economic development and Green design, by: (1) implementing strategies such as Livable Communities to increase pedestrian and bicycle travel to reduce auto-dependence; and (2) implement LEED and Energy Star standards for new buildings and major renovations. |
| Policy 1.1.7            | The City shall pursue a partnership with local businesses in the Downtown Redevelopment District, Corey Area to initiate a Florida Main Street designation process and provide business grant assistance for façade improvements.                                                                                                                                                                                                                                                                                                                                                                                     |
| Policy 1.1.10           | The City shall offer incentives for the location and construction of affordable, Green, on-site workforce living accommodations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Objective 1.2           | Transform the City's development and permitting regulations into a Smart Growth and Quality Development Code, promoting flexibility, mixed use, incorporating economic and environmentally sustainable standards and pilot Green practices                                                                                                                                                                                                                                                                                                                                                                            |
| Policy 1.2.2            | The City shall promote mixed use developments that reduce impacts on infrastructure and the environment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |



| Future Land Use Element (cont.) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objective 1.3                   | The City's Land Development Code shall be amended to encourage implementation of transportation and alternative mobility and management strategies, including mixed use projects, that reduce dependence on automobiles, reduce greenhouse gas emissions and consumption of non-renewable                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Policy 1.3.3                    | Encourage alternative mobility options through safe, comfortable and continuous pedestrian and bicycle pathways linked to the downtown area, recreational facilities, activity and entertainment centers and public beach access points to reduce                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Policy 2.1.1                    | <p>The following land use categories, including the stated residential densities and non-residential intensities of use standards, as administered through the land development regulations, shall be adopted for the City of St. Pete Beach:</p> <p>*****</p> <p>Community Redevelopment District (CRD), where the densities and intensities shall be as determined within the Community Redevelopment District as specified in each designated character district pursuant to the provisions set forth in Special Area Designation – Community Redevelopment District section of this Future Land Use Element to encourage economic revitalization and redevelopment of properties and uses located within the CRD, with a particular emphasis on commercial, temporary lodging and mixed uses along the Cities main transportation corridors, adjacent to waterfront or located within major</p> |
| Policy 2.1.14                   | The City shall adopt land development regulations that encourage parcel assembly to remedy defective or inadequate street layout and parking facilities; improve traffic flow on roadways; faulty site design layout and inadequate buffering, open space and drainage in relation to size, adequacy, usefulness; unsanitary or unsafe conditions; deterioration of a site or other improvements; inadequate and outdated building patterns.                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Policy 2.4.3                    | The City shall, while emphasizing residential uses in residential neighborhoods encourage the creative redevelopment of non-viable properties by allowing for a mixture of compatible residential and non-residential uses within a single develop-                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Policy 2.8.2                    | The City shall require that the developer/owner of any new development or redevelopment site to manage storm water runoff in a manner such that post-development runoff rates, volumes and pollutant load do not exceed pre-development conditions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| Future Land Use Element, (cont,..) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objective 2.9                      | Consistent with this comprehensive plan, as amended, level of service standards set forth in this plan will not be degraded.                                                                                                                                                                                                                                                                                                                                                                                      |
| Policy 2.9.3                       | The development of residential and commercial land shall be timed and staged in conjunction with provision of supporting community facilities, such as streets, utilities, police and fire protection, emergency medical service, public schools.                                                                                                                                                                                                                                                                 |
| Policy 2.9.6                       | Consistent with this Comprehensive Plan, as amended, all permits for future development and redevelopment activities shall be issued only if public facilities necessary to meet the level of service standards adopted pursuant to this comprehensive plan                                                                                                                                                                                                                                                       |
| Objective 2.11                     | Consistent with this comprehensive plan, the City shall continue to maintain the community's open space and promote greater connectivity through alternative mobility options.                                                                                                                                                                                                                                                                                                                                    |
| Policy 2.11.2                      | Where feasible, preservation areas, parks, and other components of the City's open- space system shall be linked by bike paths, jogging trails, and/or pedestrian pathways.                                                                                                                                                                                                                                                                                                                                       |
| Objective 2.13                     | The City shall promote the preservation and redevelopment of temporary lodging uses.                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Policy 2.13.2                      | The City shall, where appropriate, establish a Community Redevelopment District with standards that facilitate re-investment in temporary lodging/ temporary lodging use development on the west side of Gulf Boulevard, within the Town Center Core as small bed and breakfast inns, within the Upham Beach area where the existing small motels are located, and at either end of Corey Avenue as a catalytic waterfront project that may also include marina facilities.                                       |
| Policy 5.1.4                       | The City shall implement Community Redevelopment Districts pursuant to Part III Chapter 163, Florida Statutes in areas that meet the statutory requirements of blighted conditions and contain a substantial number of the following conditions: defective or inadequate street layout parking facilities, roadways, bridges, or public transportation facilities; faulty layout in relation to size, adequacy, accessibility and usefulness; unsanitary or unsafe conditions; deterioration of site or other im- |
| Community Redevelopment District   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| CRD                                | Community Redevelopment District Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Policy 1.1.5                       | Encourage site design that promotes safe, comfortable pedestrian pathways internally within the site and provides externally pedestrian pathway linkages to activity centers, shopping, dining and entertainment.                                                                                                                                                                                                                                                                                                 |
| Objective 2.1                      | Create livable, healthy streets that are designed and oriented towards safe pedestrian and bicycle movement.                                                                                                                                                                                                                                                                                                                                                                                                      |

| Community Redevelopment District, (cont.) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CRD                                       | Community Redevelopment District Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Policy 2.1.2                              | <p>The following livable roadway strategies and features shall be pursued wherever appropriate within the Community Redevelopment District and all features shall meet or exceed ADA requirements:</p> <ul style="list-style-type: none"> <li>Sidewalks on both sides of the street.</li> <li>Bike lane</li> <li>Pedestrian roadway crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in-pavement pedestrian lights, textured or other distinctive crosswalk paving patterns, countdown signals, mid-block signals, “hot response” signals, pedestrian bridges over Gulf Boulevard at critical activity areas signals that are consistent with the international symbols, and crosswalk signals that assist the visually and hearing impaired and wheelchair bound citizens, with particular emphasis on Gulf Boulevard, Corey Avenue, 75<sup>th</sup> Avenue, Blind Pass Road, and Sunset Way.</li> <li>Use of mid-block crossings, for blocks more than 800 linear feet in length. Signage that is clear, easily readable, user-friendly, is consistent with international signage rules and symbols, does not create visual clutter and is part of an overall comprehensive branding signage program for St. Pete Beach.</li> </ul> |
| CRD General Standards                     | <p>(h) Transportation Concurrency Management Standard for Large-scale Temporary Lodging Development. In accordance with the Countywide transportation concurrency management rules and regulations, each project developed or redeveloped within the Community Redevelopment District shall be consistent with the Metropolitan Planning Organization’s (MPO) countywide approach to the application of a concurrency management system and implementation of a Transportation Management Plan requirement</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Community Redevelopment District, (cont.) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CRD                                       | Community Redevelopment District Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| CRD General Standards                     | j) Community Improvements Plan and Fund. The City shall establish by Ordinance a Community Improvements Fund within the Community Redevelopment District (CRD). Thereafter, the City shall amend Division 41 of the LDC and adopt an impact fee schedule based upon the adopted Community Improvements Plan ("CI Plan"). The City shall prepare and adopt a CI Plan containing safety, capital improvements and public amenities for the CRD with an associated schedule of costs supported by the necessary and appropriate documentation of projected costs that considers a reasonable estimate of the number of temporary lodging units, as well as residential units and nonresidential building area anticipated to be redeveloped within the CRD. In addition, the City, when establishing the impact fees shall consider the shared public benefit and other committed revenue sources available for funding certain public improvements and amenities within the CRD and the community redevelopment area previously approved by BCC Resolution 06-191 on October 10, 2006. |
| Gulf Boulevard Redevelopment District     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| CRD                                       | Gulf Boulevard Redevelopment District Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| GOAL 1                                    | Gulf Boulevard shall be a place that attracts people for living, employment and recreation. The City shall encourage the revitalization of Gulf Boulevard through commercial and temporary lodging redevelopment that will attract residents and visitors to the Gulf Boulevard core resort area as a recreation, entertainment, resort and shopping destination.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Objective 1.1                             | All development and redevelopment within the Gulf Boulevard Redevelopment District shall further the goals, objectives and policies of the Community Redevelopment District, this District and each character district within which development occurs; and shall comply with the design guidelines and the applicable land development regulations for the respective character district.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Objective 1.3                             | A variety of incentives shall be available to encourage commercial and temporary lodging development in the Gulf Boulevard Redevelopment District, with particular emphasis on redeveloping temporary lodging uses on the west side of Gulf Boulevard along the Gulf beaches; and redeveloping appropriate commercial and residential uses on the east side of Gulf Boulevard.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |



| Gulf Boulevard Redevelopment District, (cont.) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CRD                                            | Gulf Boulevard Redevelopment District Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Objective 1.5                                  | The Gulf Boulevard Redevelopment District shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed including improved lighting, improved pedestrian circulation on the east and west sides of Gulf Boulevard and crossing Gulf Boulevard, improved bicycle lanes for safer circulation for all modes of non-vehicular transportation, and shall consider traffic flow devices and improvements to assist in daily traffic flow and emergency evacuation. |
| Objective 1.6                                  | The City shall recognize the unique features of Gulf Boulevard and shall implement the Gulf Boulevard Improvement Program or develop a Master Boulevard plan that promotes uniform beautification landscape standards, provides a pedestrian and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict.                                                                                                                                                      |
| GOAL 2                                         | Create a quality livable community where people and vehicles can circulate in the Gulf Boulevard Redevelopment District area safely, comfortably and efficiently.                                                                                                                                                                                                                                                                                                                                                          |
| Objective 2.1                                  | Gulf Boulevard shall be reclaimed as a functioning local street to the maximum extent permitted by FDOT to operate within the Gulf Boulevard Redevelopment District for vehicular, non-vehicular and pedestrian circulation.                                                                                                                                                                                                                                                                                               |
| Objective 2.3:                                 | A Master Boulevard Plan shall be implemented to enhance the pedestrian and vehicular environment, invite residents and visitors into the Gulf Boulevard Redevelopment core resort area, improve traffic circulation and encourage private rein-                                                                                                                                                                                                                                                                            |
| Objective 2.7                                  | Development of on-site and off-site public parking, as well as additional and enhanced trolley stops, shall be pursued in proximity to public beach access points, pedestrian crosswalks and major retail and entertainment areas.                                                                                                                                                                                                                                                                                         |
| GOAL 3                                         | Maintain and improve Gulf Boulevard as a memorable place to be enjoyed by residents and visitors that emphasizes pedestrian mobility, waterfront and Gulf beach access, a quality built environment that focuses on retail services and entertainment.                                                                                                                                                                                                                                                                     |

| Gulf Boulevard Redevelopment District, (cont.) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CRD                                            | Gulf Boulevard Redevelopment District Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Objective 3.3                                  | Redevelopment is encouraged to create a vibrant Gulf Boulevard core resort environment containing a variety of building forms and styles of exceptional architectural design and high quality finishes that respect the Gulf Boulevard resort character and heritage, increase Green space, reduce paved surface parking, increase side yard setbacks, increase setbacks from Gulf Boulevard, and provide amenities, retail services, restaurants and waterfront beach bars that serve guests and resi- |
| Policy 1                                       | All development shall be consistent with building and site design guidelines and standards that establish the quality of design features expected for renovation, redevelopment and new construction in the Gulf Boulevard Redevelopment Dis-                                                                                                                                                                                                                                                           |
| Policy 3                                       | The design of all projects in the Gulf Boulevard Redevelopment District shall make meaningful contributions to a safe and comfortable pedestrian environment through site and building design, internal connections between adjacent prop-                                                                                                                                                                                                                                                              |
| Policy 10:                                     | To improve traffic flow and reduce pedestrian/bicyclist – vehicular conflict, vehicular curb cuts to access Gulf Boulevard shall be minimized, shared access driveways should be pursued, and internal connectivity between adjacent properties should be encouraged, to the practical extent feasible to allow reasonable, adequate and safe ingress and egress to new development.                                                                                                                    |
| Policy 11                                      | A Transportation Management Plan (TMP) shall be required on all development and redevelopment that increases density or intensity of development on a site. Physical and operational improvements and strategies should be considered as part of any project Transportation Management Plan.                                                                                                                                                                                                            |
| Policy 14                                      | All new development projects shall contribute their pro rate share to the Community Improvements Fund, as may be required at the time of building permit approval or before.                                                                                                                                                                                                                                                                                                                            |
| Policy 15                                      | The assembly of smaller parcels into larger development sites will be encouraged.                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Large Resort District                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| CRD                                            | Gulf Boulevard Redevelopment Large Resort Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Policy 1                                       | Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited.                                                                                                                                                                                                                                                     |

| Downtown Redevelopment District |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CRD                             | Downtown Redevelopment District Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| GOAL 1                          | The downtown commercial core of the District shall be a community gathering place that attracts people to the area with living, working, shopping, entertainment and recreational opportunities. The City shall encourage revitalization through redevelopment that is designed to attract residents and visitors to Downtown core community destination. The downtown residential neighborhoods surrounding and within walking distance of the Downtown core area, are encouraged to redevelop in a manner that enhances pedestrian and non-vehicular mobility. |
| Objective 1.1                   | : All development and redevelopment within the Downtown Redevelopment District shall further the goals, objectives and policies of the Community Redevelopment District where applicable, and development and redevelopment shall be consistent with the policies for the character district within which the development occurs and shall comply with the design guidelines and the applicable land development regulations for each respective character district.                                                                                             |
| Objective 1.2                   | Residential uses in the Downtown are encouraged only as part of a mixed use commercial project with a variety of densities, housing types and affordability, consistent with the character districts. Exclusively residential use projects shall be prohibited in the Town Center Core Districts located along Corey Avenue Corey Circle East, and Coquina West as well as the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard.                                                                                       |
| Objective 1.3                   | : A variety of incentives shall be available to encourage commercial revitalization through various redevelopment prototypes in the Town Center Core Districts located along Corey Avenue, on Corey Circle East and Coquina West as well as the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard that also promote a pedestrian-friendly, safe, comfortable, aesthetically pleasing village-like environment                                                                                                           |
| Objective 1.5                   | Parks shall be maintained and expanded and recreational activities that serve residents and visitors shall be encouraged.                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Objective 1.6                   | : Public waterfront access shall be pursued and expanded                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Downtown Redevelopment District (cont.) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CRD                                     | Downtown Redevelopment District Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Objective 1.9                           | : The Downtown Core areas located at either end of Corey Avenue on the waterfront shall consider temporary lodging uses in conjunction with a comprehensive mixed use redevelopment project that will act as a catalyst project to stimulate reinvestment and redevelopment of the historic core neighborhood main street shopping and entertainment district.                                                                                                                |
| GOAL 2                                  | Create a livable community environment where safe and comfortable pedestrian, bicycle and other non-vehicular mobility is emphasized over vehicular transportation in a manner that ensures that pedestrians, bicyclists and vehicles circulate together throughout the Downtown safely, comfortably and efficiently.                                                                                                                                                         |
| Objective 2.3                           | : A Master Streetscape Plan shall be implemented to enhance the comfort and safety of the pedestrian environment in the Downtown area, provide for bicycle or other non-vehicular parking and safe circulation, improve traffic circulation and provide traffic calming, improve lighting, landscaping, and streetscape, and consider placement of public art wherever possible.                                                                                              |
| Objective 2.6                           | A joint use public/private parking garage, including public restroom facilities, as centrally located as practical and feasible, shall be pursued in the Downtown Redevelopment District.                                                                                                                                                                                                                                                                                     |
| GOAL 3                                  | Create a downtown core community that has a “sense of place” that is a vibrant and memorable place for residents and visitors that will provide neighborhood services, and opportunities for living, working, recreation and entertainment that showcases the City’s waterfront, main street environment and history.                                                                                                                                                         |
| Objective 3.1                           | The Community Center site shall continue to be redeveloped and expanded as a waterfront park accessible to all residents and visitors containing active and passive open space that will be a venue for local and regional outdoor activities and entertainment; a pedestrian waterfront boardwalk access to Corey Avenue, public boat slips and a kayak launch ramp will be encouraged and pursued; and a public marina for daily transient slips only should be considered. |
| Policy 1                                | All projects shall be consistent with building and site design guidelines and standards that establish the quality design features expected for renovation, redevelopment and new construction in the Downtown Redevelopment District.                                                                                                                                                                                                                                        |

| Downtown Redevelopment District (cont.) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CRD                                     | Downtown Redevelopment District Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Policy 6                                | All development projects shall contribute their pro rata share to the Community Improvements Fund, as may be required at the time of building permit or before.                                                                                                                                                                                                                                                                                                                                                                     |
| Policy 11                               | A Transportation Management Plan (TMP) shall be required on all development that increases density or intensity of development on the site. All physical and operational improvements and strategies, including mitigation, as may be required by the TMP approved by the City, shall be a condition of site plan approval.                                                                                                                                                                                                         |
| Policy 12                               | A pedestrian bridge over Gulf Boulevard connecting the east and west areas of Corey Avenue shopping and entertainment district shall be pursued.                                                                                                                                                                                                                                                                                                                                                                                    |
| Policy 13                               | The assembly of smaller parcels into larger buildable sites will be encouraged.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| CRD                                     | The Downtown Redevelopment Town Center Core District Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Policy 1                                | Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited. Street-level retail facades shall have a storefront character. Architectural elements that provide protection to pedestrians from weather elements shall be encouraged.                                                                                                         |
| CRD                                     | Downtown Redevelopment Town Center Coquina West District Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Policy 1                                | Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited. Street-level retail facades shall have a storefront character. Architectural elements that provide protection to pedestrians from weather elements shall be encouraged.                                                                                                         |
| CRD                                     | Downtown Redevelopment Commercial Corridor Blind Pass Road District Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Policy 1                                | Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level is important for any façade facing street frontage. Blank walls shall be prohibited on any street facing or residential facing facade. Any street-level retail facades shall have a storefront character. Both street-level retail and office facades should be designed to integrate architectural elements that provide protection to the pedestrian from weather elements wherever possible |

| Downtown Redevelopment District (cont.) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CRD                                     | Downtown Redevelopment Commercial Corridor Blind Pass Road District Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Policy 2                                | Commercial redevelopment of property that does not have direct access to Blind Pass Road shall be prohibited.                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Policy 3                                | Frontage properties along Blind Pass Road shall be permitted to assemble properties and expand to the limits of the District boundaries only. Encroachment into the residential neighborhoods beyond the District boundaries is expressly prohibited.                                                                                                                                                                                                                                                                                |
| Policy 4                                | A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new non-residential development and redevelopment or renovation, whether or not the development site is expanded by assembling parcels of land.                                                                                                                                                                                                                                               |
| CRD                                     | Downtown Redevelopment Commercial Corridor Gulf Boulevard District Locational Criteria:                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Policy 1                                | Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level is important for any façade facing street frontage. Blank walls shall be prohibited on any street facing or residential facing facade. Any street-level retail facades shall have a storefront character. Both street-level retail and office facades should be designed to integrate architectural elements that provide protection to the pedestrian from weather elements wherever possible. |
| Policy 2                                | Commercial redevelopment of property that does not have direct access to Gulf Boulevard shall be prohibited.                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Policy 3                                | Frontage properties along Gulf Boulevard shall be permitted to assemble properties and expand to the limits of the District boundaries only. Encroachment into the residential neighborhoods beyond the District boundaries is expressly prohibited.                                                                                                                                                                                                                                                                                 |
| Policy 4                                | A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new non-residential development and redevelopment or renovation, whether or not the development site is expanded by assembling parcels of land.                                                                                                                                                                                                                                               |
| Housing Element                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Objective 1.1                           | In accordance with this Comprehensive Plan the City shall continue to provide technical assistance to the private sector so that they will be able to provide a suitable mix of housing types and numbers to meet the City's housing needs as well as making all housing sites in the City available to low and moderate income families.                                                                                                                                                                                            |



| Housing Element (cont.) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy 1.1.3            | The City shall continue to allow a variety of residential densities and housing types in order to enhance the opportunity for the private sector to provide housing in a wide range of types and costs.                                                                                                                                                                                                                                                                                      |
| Policy 1.1.4            | Because the City of St. Pete Beach suffers physical and economic constraints beyond its control that prevent efforts to provide affordable housing in accordance with the requirements of Rule 9J-5, the City shall continue to work with neighboring communities and continue its support of the public transportation system and other affordable housing strategies through implementation of an affordable housing impact fee mitigation program for all new construction.               |
| Policy 1.1.5            | For all developments in areas covered by a Community Redevelopment Plan approved in accordance with Pinellas Planning Council guidelines for the establishment of such plan, the City shall implement an Affordable Housing Impact Fee in accordance with the standards approved in the Community Redevelopment Plan. Additionally, the City shall provide for such density bonuses for the provision of affordable housing as are represented in the approved Community Redevelopment Plan. |
| Policy 1.6.2            | The City shall encourage housing improvement and replacement projects through the land development regulations.                                                                                                                                                                                                                                                                                                                                                                              |
| Transportation Element  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| GOAL 1                  | A safe, convenient and efficient motorized and non-motorized transportation system shall be available for all residents and visitors to the city.                                                                                                                                                                                                                                                                                                                                            |
| Policy 1.1.1            | The City shall review all proposed development or redevelopment for consistency with this element and impacts upon the adopted LOS standards. All development permits shall be issued only when it is documented that such development does not result a reduction in the level of service below the adopted level of service standards for the affected facility.                                                                                                                           |
| Policy 1.1.2            | All new development and redevelopment proposals shall be reviewed under the City's Concurrency Management System Ordinance to ensure the level of service standards established in this element shall be maintained.                                                                                                                                                                                                                                                                         |
| Policy 1.1.3            | The City shall assess new development or redevelopment an equitable pro rata share of the costs to provide road-way improvements to serve the development or redevelopment, as established by the Pinellas County impact fee schedule.                                                                                                                                                                                                                                                       |
| Objective 1.3           | Through land development regulations the City will provide for safe, convenient and efficient motorized and non-motorized vehicle parking and bicycle and pedestrian ways.                                                                                                                                                                                                                                                                                                                   |

| Transportation Element (cont.) |                                                                                                                                                                                                                                                                                                |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy 1.3.2                   | When feasible, the City shall require bicycle and pedestrian ways for connecting residential areas to recreation areas, schools, and shopping areas.                                                                                                                                           |
| Policy 1.3.4                   | The City shall require crosswalks and sidewalks on roadways of high pedestrian usage.                                                                                                                                                                                                          |
| Objective 1.4                  | The City's transportation system shall emphasize safety and aesthetics.                                                                                                                                                                                                                        |
| Objective 1.5                  | As an ongoing objective, the City shall encourage the utilization of a multi-modal transportation system as needed.                                                                                                                                                                            |
| Policy 1.5.3                   | The City shall review all proposed development and redevelopment site plans for the accommodation of bicycle and pedestrian traffic needs, when appropriate.                                                                                                                                   |
| Infrastructure Element         |                                                                                                                                                                                                                                                                                                |
| Goal 1                         | The city shall ensure that needed sanitary sewer, solid waste and potable water services be provided by a safe and efficient system which maintains adequate facilities and provides for orderly growth and expansion.                                                                         |
| Objective 1.1                  | The City of St. Pete Beach shall continue to implement procedures, in cooperation with its sewage, solid waste and potable water system providers to ensure that development permits are issued only when adequate facility capacity is available to serve the development.                    |
| Policy 1.1.1                   | The level of service standards shall be:<br>Sanitary sewer at 149.4 gallons per day per capita<br>Solid waste at 1.3 tons per person per year<br>Potable Water at 120 gallons per day per person by 2005                                                                                       |
| Policy 1.1.3                   | The city shall maintain formal agreements with Pinellas County to provide potable and reclaimed water, with the City of St. Petersburg to provide sewage treatment, and with a qualified private company to provide solid waste services consistent with the city's adopted levels of service. |
| Objective 1.2                  | The city and Pinellas County shall continue to work together to reduce the city's potable water demand based on use of reclaimed water and continued conservation strategies.                                                                                                                  |
| GOAL 2                         | An efficient Master Drainage system which protects human life, minimizes property damage, and improves storm water quality and on-site retention shall be provided.                                                                                                                            |

| Infrastructure Element (cont.)    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy 2.1.3                      | <p>The master drainage plan shall address the following requirements:</p> <ul style="list-style-type: none"> <li>• The correcting of existing drainage facility deficiencies;</li> <li>• The coordination of extensions of or increases in capacity of any existing drainage facility;</li> <li>• The maximizing of the use of existing drainage facilities; and</li> <li>• Implementation activities for establishing priorities for replacement, correcting existing drainage facility deficiencies and providing for future drainage facility needs.</li> </ul>                                                                                                                                                                                           |
| Coastal/Conservation Element      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Policy 2.2.2                      | The city shall maintain allowable densities in the Coastal High Hazard Area consistent with the Future Land Use Map of this Comprehensive Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Objective 2.3                     | The city shall with regional authorities maintain or reduce hurricane evacuation times.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Policy 2.3.3                      | <p>City emergency response personnel and volunteers shall coordinate with county and state emergency response agencies in emergency planning, including communications, traffic control and warning operations, to effect a safe and efficient evacuation of the City.</p> <p>The adopted level of service standard for out-of-country hurricane evacuation clearance time for a category five storm event as measured on the Saffir-Simpson Scale shall be 16 hours</p>                                                                                                                                                                                                                                                                                     |
| Recreation and Open Space Element |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| GOAL 1                            | The city shall ensure the provision, protection, and maintenance of a coordinated, efficient and accessible system of public and private recreational parks and facilities which shall meet the needs of the city's current and future residents, visitors, and tourists.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Policy 1.1.1                      | <p>In accordance with the generally recognized standards for recreational facilities, the City of St. Pete Beach shall work to achieve and maintain the following levels of service:</p> <ul style="list-style-type: none"> <li>• Tennis courts at 1 per 2,000 population</li> <li>• Basketball courts at 1 per 5,000 population</li> <li>• Baseball/softball fields at 1 per 6,000 population</li> <li>• Boat ramps/docks at 1 per 5,000 population</li> <li>• Bicycle trails at 1 mile per 5,000 population</li> <li>• Fishing sites at 1 per 5,000 population</li> <li>• Handball/racquetball courts at 1 per 5,000 population</li> <li>• Picnic areas at 1 acre per 6,000 population</li> <li>• Shuffleboard courts at 1 per 5,000 population</li> </ul> |
| Policy 1.1.8                      | The city shall maintain adequate public access points to all recreation sites including beaches and shores.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Recreation and Open Space Element (cont.) |                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy 1.2.1                              | The city, along with local businesses and development authorities, shall encourage the coordination with local art, cultural and historical organizations in local planning and redevelopment efforts.                                                                                                                                                                          |
| Policy 1.3.1                              | The city shall implement land development regulations which include specific open space definitions and standards for landscaping and signs, the protection of open space and natural vegetation, as well as the use of green space for buffering between land uses.                                                                                                            |
| Policy 1.4.3                              | The provision of adequate public beach access shall be considered requisite to any future development or redevelopment. Public access to identified recreation sites shall be maintained and shall be designed to protect the integrity of natural features including, where present, beaches and shores.                                                                       |
| Policy 1.5.1                              | The city shall actively pursue funding for park and recreation facilities, including county, state, and federal assistance funds.                                                                                                                                                                                                                                               |
| Capital Improvements Element              |                                                                                                                                                                                                                                                                                                                                                                                 |
| Objective 1.1                             | Capital improvements will be provided to correct existing deficiencies, to accommodate desired future growth, and to replace worn out or obsolete facilities, as indicated in the five-year schedule of improvements which are designed to correct existing deficiencies identified in this element.                                                                            |
| Policy 1.3.4                              | The City shall issue development permits only when required capital facilities are present or will be available concurrent with the impact of development. All new development and redevelopment proposals shall be reviewed under the City's Concurrency Management System Ordinance to ensure the level of service standards established in this element shall be maintained. |

## APPENDIX D:

# Ordinances

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## APPENDIX E:

### Parcel Tables



**PARCELS WITHIN THE ST. PETE BEACH CRA BOUNDARY**

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| 16 32 06 06111 000 0501 |
| 16 32 06 06111 000 0208 |
| 16 32 06 06111 000 0106 |
| 16 32 06 79378 000 0709 |
| 16 32 06 79378 000 0906 |
| 16 32 06 79378 000 1003 |
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| 16 32 06 34180 000 0001 |
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| 16 32 06 34137 000 7020 |
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| 16 32 06 34137 000 3020 |
| 16 32 06 34137 000 5010 |
| 16 32 06 34137 000 4040 |
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| 15 31 36 77994 069 0100 |
| 16 32 06 43555 000 0002 |
| 16 32 06 43555 000 7210 |
| 16 32 06 43555 000 5252 |
| 16 32 06 43555 000 6230 |
| 16 32 06 43555 000 7229 |
| 16 32 06 43555 000 3235 |
| 16 32 06 43555 000 4234 |
| 16 32 06 43555 000 3239 |
| 16 32 06 43555 000 2224 |
| 16 32 06 43555 000 4230 |
| 16 32 06 43555 000 2237 |
| 15 32 01 10832 000 0001 |
| 15 32 01 10832 000 2627 |
| 15 32 01 10832 000 2601 |
| 15 32 01 10832 000 2603 |

|                         |
|-------------------------|
| 15 32 01 10832 000 2605 |
| 15 32 01 10832 000 2607 |
| 15 32 01 10832 000 2609 |
| 15 32 01 10832 000 2611 |
| 15 32 01 10832 000 2613 |
| 15 32 01 10832 000 2617 |
| 15 32 01 10832 000 2620 |
| 15 32 01 10832 000 2624 |
| 15 32 01 10832 000 2629 |
| 15 32 01 10832 000 2615 |
| 15 32 01 10832 000 2622 |
| 15 32 01 10832 000 2633 |
| 16 32 06 11484 000 0010 |
| 16 32 06 00000 230 0200 |
| 15 32 01 10832 000 2628 |
| 15 32 01 10832 000 2602 |
| 15 32 01 10832 000 2604 |
| 15 32 01 10832 000 2606 |
| 15 32 01 10832 000 2608 |
| 15 32 01 10832 000 2610 |
| 15 32 01 10832 000 2612 |
| 15 32 01 10832 000 2614 |
| 15 32 01 10832 000 2616 |
| 15 32 01 10832 000 2621 |
| 15 32 01 10832 000 2623 |
| 15 32 01 10832 000 2632 |
| 15 32 01 10832 000 2635 |
| 15 32 01 10832 000 2619 |
| 15 32 01 10832 000 2626 |
| 16 32 06 00000 230 0300 |
| 15 32 01 00000 110 0600 |

## APPENDIX F:

### Definitions

As used in the St. Pete Beach Community Redevelopment Area Plan, the following terms shall have the meanings as defined herein unless the context requires otherwise:

- (1) “Agency”, “Community Redevelopment Agency” or “CRA” means a public agency created by, or designated pursuant to, Section 163.356 or Section 163.357, Florida Statutes.
- (2) “Public body” means the state or any county, municipality, authority, special district as defined in Section 165.031(5), Florida Statutes, or other public body of the state, except a school district.
- (3) “Governing body” means the council, commission, or other legislative body charged with governing the county or municipality.
- (4) “Mayor” means the mayor of a municipality or, for a county, the chair of the board of county commissioners or such other officer as may be constituted by law to act as the executive head of such municipality or county.
- (5) “Clerk” means the clerk or other official of the county or municipality who is the custodian of the official records of such county or municipality.
- (6) “Federal Government” includes the United States or any agency or instrumentality, corporate or otherwise, of the United States.
- (7) “Slum area” means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:
  - (a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;
  - (b) High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
  - (c) The existence of conditions that endanger life or property by fire or other causes.
- (8) “Blighted area” means an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:
  - (a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
  - (b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
  - (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
  - (d) Unsanitary or unsafe conditions;
  - (e) Deterioration of site or other improvements;

- (f) Inadequate and outdated building density patterns;
- (g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
- (h) Tax or special assessment delinquency exceeding the fair value of the land;
- (i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
- (j) Incidence of crime in the area higher than in the remainder of the county or municipality;
- (k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
- (l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
- (m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
- (n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.

However, the term “blighted area” also means any area in which at least one of the factors identified in paragraphs (a) through (n) are present and all taxing authorities subject to Section 163.387(2)(a), Florida Statutes agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted. Such agreement or resolution shall only determine that the area is blighted. For purposes of qualifying for the tax credits authorized in Chapter 220, Florida Statutes “blighted area” means an area as defined in this subsection.

- (9) “Community redevelopment” or “redevelopment” means undertakings, activities, or projects of a county, municipality, or community redevelopment agency in a community redevelopment area for the elimination and prevention of the development or spread of slums and blight, or for the reduction or prevention of crime, or for the provision of affordable housing, whether for rent or for sale, to residents of low or moderate income, including the elderly, and may include slum clearance and redevelopment in a community redevelopment area or rehabilitation and revitalization of coastal resort and tourist areas that are deteriorating and economically distressed, or rehabilitation or conservation in a community redevelopment area, or any combination or part thereof, in accordance with a community redevelopment plan and may include the preparation of such a plan.
- (10) “Community Redevelopment Area” or “Redevelopment Area” means a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly, or a coastal and tourist area that is deteriorating and economically distressed due to outdated building density patterns, inadequate transportation and parking facilities, faulty lot layout or inadequate street layout, or a combination thereof which the governing body designates as appropriate for community redevelopment. For community redevelopment agencies created after July 1, 2006, a community redevelopment area may not consist of more than 80 percent of a municipality.
- (11) “Community Redevelopment Plan” or “Redevelopment Plan” means a plan, as it exists from time to time, for a community redevelopment area.



- (12) “Related activities” means:
- (a) Planning work for the preparation of a general neighborhood redevelopment plan or for the preparation or completion of a communitywide plan or program pursuant to Section 163.365, Florida Statutes.
  - (b) The functions related to the acquisition and disposal of real property pursuant to Section 163.370(4), Florida Statutes.
  - (c) The development of affordable housing for residents of the area.
  - (d) The development of community policing innovations.
- (13) “Real property” means all lands, including improvements and fixtures thereon, and property of any nature appurtenant thereto or used in connection therewith and every estate, interest, right, and use, legal or equitable, therein, including but not limited to terms for years and liens by way of judgment, mortgage, or otherwise.
- (14) “Bonds” means any bonds (including refunding bonds), notes, interim certificates, certificates of indebtedness, debentures, or other obligations.
- (15) “Obligee” means and includes any bondholder, agents or trustees for any bondholders, or lessor demising to the county or municipality property used in connection with community redevelopment, or any assignee or assignees of such lessor’s interest or any part thereof, and the Federal Government when it is a party to any contract with the county or municipality.
- (16) “Person” means any individual, firm, partnership, corporation, company, association, joint stock association, or body politic and includes any trustee, receiver, assignee, or other person acting in a similar representative capacity.
- (17) “Area of operation” means, for a county, the area within the boundaries of the county, and for a municipality, the area within the corporate limits of the municipality.
- (18) “Housing authority” means a housing authority created by and established pursuant to Chapter 421, Florida Statutes.
- (19) “Board” or “commission” means a board, commission, department, division, office, body or other unit of the county or municipality.
- (20) “Public officer” means any officer who is in charge of any department or branch of the government of the county or municipality relating to health, fire, building regulations, or other activities concerning dwellings in the county or municipality.
- (21) “Debt service millage” means any millage levied pursuant to Section 12, Art. VII of the State Constitution.
- (22) “Increment revenue” means the amount calculated pursuant to Section 163.387(1), Florida Statutes.
- (23) “Community policing innovation” means a policing technique or strategy designed to reduce crime by reducing opportunities for, and increasing the perceived risks of engaging in, criminal activity through visible presence of police in the community, including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, citizen contact patrol, foot patrol, neighborhood storefront police stations, field interrogation, or intensified motorized patrol.
- (24) “Taxing authority” means a public body that levies or is authorized to levy an ad valorem tax on real property located in a community redevelopment area.

## APPENDIX G:

### Legal Description

### St. Pete Beach CRA Legal Description

Beginning at a point on the seawall along Blind Pass Channel and the Northwestern corner of Lot 1, Block 71, St. Petersburg Beach Replat and the vacated street on the west; thence running Eastwardly 140 feet to the Northeast corner of Lot 1, Block 71, St. Petersburg Beach Replat; thence running Northwest 161.43 feet to a point on the Northwestern corner of Lot 5, Block 71, St. Petersburg Beach Replat; thence running in a Northeasterly direction along the Northern boundary of Block 71, St. Petersburg Beach Replat 300 feet to the Westerly right-of-way of Coquina Way; thence running along the Westerly right-of-way of Coquina Way 80 feet to the Northern right-of-way of 76<sup>th</sup> Avenue; thence running in a Northeasterly direction along the Northern boundary of 76<sup>th</sup> Avenue 360 feet to the Southwest corner of Lot 16, Block 73, St. Petersburg Beach Replat; thence running Northwest along the Westerly boundary of Lot 16, Block 73, St. Petersburg Beach Replat and continuing Northwest along the Westerly boundary of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat 107.5 feet to the Northwest corner of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat; thence running Northeasterly along the Northern boundary of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat and continuing Northeasterly along the Northern boundaries of Lot 2 and Lots 6, 7, 10, and 11, Block 74, St. Petersburg Beach Replat, 450.3 feet to a point on the Northeast corner of Lot 11, Block 74, St. Petersburg Beach Replat; thence running in a Northwest direction along the Westerly boundary of Lots 14 and 13, Block 74, St. Petersburg Beach Replat, 107.5 feet to the intersection of the Southern right-of-way of 77<sup>th</sup> Avenue; thence running Northeasterly along the Northern boundary of Lot 13, Block 74, St. Petersburg Beach Replat, 200 feet to the Eastern right-of-way of Blind Pass Road; thence running Northwest across 77<sup>th</sup> Avenue and along the Westerly boundary of Lot 1, Block B 25, St. Petersburg Beach Replat, 202.5 feet to the Northwest corner of Lot 1, Block B 25, St. Petersburg Beach Replat; thence continue Northwest across a 15-foot alley to the Southwest corner of Lot 18, Block B 25, St. Petersburg Beach Replat; thence running Northwest along the Northern boundary of a 15-foot alley across Boca Ciega Drive and continuing along the Northern boundary of the City of St. Pete Beach Municipal Complex 143.3 feet to the seawall along Boca Ciega Bay; thence running 1,768.08 feet Southwest and Southeast to a point at the Northeast corner of Lot 17, Block A, Bayside 2<sup>nd</sup> Addition to St. Pete Beach; thence running Northwest along the Northern boundary of said Lot 17 191.2 feet; thence running Northwest across the 60-foot right-of-way of Bay Street to the Northeast corner of Lot 5, Block D, Bayside 2<sup>nd</sup> Addition to St. Pete Beach; thence running Southwest along the alley between Block D and Block 52, St. Petersburg Beach Replat, 300 feet to a point on the Easterly right-of-way of Mangrove Avenue; thence running Southeast along said right-of-way 160 feet to a point on the Southern right-of-way of 73<sup>rd</sup> Avenue; thence running West along the Southern right-of-way of 73<sup>rd</sup> Avenue 1,220 feet to the Northeast corner of Lot 5, Block 47, St. Petersburg Beach Replat; thence running Southeast 382.5 feet to the Northeast corner of Lot 6, Block 42, St. Petersburg Beach Replat; thence running Southwest along Northwest boundary of said Lot 6, 63 feet to a point on the Northwest corner of said Lot 6; thence running Southeast along the boundary of Lot 6, 167.6 feet to a point on the Southern right-of-way line of 71<sup>st</sup> Avenue; thence running Northeasterly to the Northeast corner of Lot 5, Block 26, St. Petersburg Beach Replat; thence running generally Southeast along the Eastern boundaries of Lot 5 and Lot 6, Block 26, St. Petersburg Beach Replat, to a point on the Northern right-of-way of 70<sup>th</sup> Avenue; thence Southwest along the South boundary of Lot 6, Block 26, St. Petersburg Beach Replat, 65 feet to the Southwest corner of said Lot 6; thence running across 70<sup>th</sup> Avenue 60 feet to a point on the Northwest corner of Lot 3, Block 25, St. Petersburg Beach Replat; thence running Northeasterly along the North boundary of Lots 3, 4 and 5, Block 25, St. Petersburg Beach Replat, 293 feet to a point on the Easterly right-of-way of Blind Pass Road and the Northwest corner of Lot 18, Block 2, Gulfwinds Subdivision; thence running Southward along said Easterly right-of-way of Blind Pass Road 539.6 feet to the Northwest corner of Lot 11, Block 2, Gulfwinds Subdivision; thence Southeast along the Northern boundary of said Lot 11, 122.4 feet to the Northeast corner of said Lot 11; thence following the Eastern boundary of Lots 11, 10 and 9, Block 2, Gulfwinds Subdivision, across 67<sup>th</sup> Avenue and continuing Southeast along the Eastern boundaries of Lots 16, 15, 14, 13, 12, 11, 10 and 9, Block 5, Gulfwinds Subdivision 995.2 feet to a point on the Southeast corner of said Lot 9 and the Northern right-of-way of 64<sup>th</sup> Avenue; thence Northeasterly along the Northern right-of-way of 64<sup>th</sup> Avenue to a point on the Eastern right-of-way of Gulf Winds Drive; thence Southward along the Eastern right-of-way of Gulf Winds Drive 1,188.61 feet to the Eastern right-of-way of Gulf Boulevard; thence



running along the Eastern right-of-way of Gulf Boulevard to a point on the North right-of-way line of 37<sup>th</sup> Avenue; thence Westward to the Westerly right-of-way of Gulf Boulevard; thence Northwesterly along said Westerly right-of-way of Gulf Boulevard to a point on the Northerly corner of the Pinellas County Park; thence Southwesterly on the North boundary of the Pinellas County Park to the Mean High Water Line in the Gulf of Mexico; thence Northward following the Mean High Water Line of the Gulf of Mexico 4,665.93 feet MOL to the Southern boundary of Silver Sands Beach & Racquet Club One Condo Building A and with a Pinellas County property identification number of 01/32/15/82015/001/0001; thence Northeasterly along the Southern boundary of Silver Sands Beach & Racquet Club One Condo Building A, 680 feet to the Southeast corner of Silver Sands Beach & Racquet Club One Condo Building A; thence Northward along the East boundary of Silver Sands Beach & Racquet Club One Condo Building A and across 64<sup>th</sup> Avenue, 212.57 to the Northern right-of-way of 64<sup>th</sup> Avenue; thence Easterly along the Northerly right-of-way of 64<sup>th</sup> Avenue 210 feet; thence Northwesterly along the Eastern boundary of the Common Area of Silver Sands Beach & Racquet Club Two Condo Building, 460 feet; thence continue Northwesterly across 66<sup>th</sup> Avenue; thence continue Northwesterly along the East boundaries of The Seafarer Condo and Pacesetter Three Condo 200 feet to the South right-of-way of 67<sup>th</sup> Avenue; thence continue Northwesterly across the 67<sup>th</sup> Avenue right-of-way and along the Eastern boundaries Carol Apartments Condo and Lot 30, Block 4, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet to the South right-of-way of 68<sup>th</sup> Avenue; thence continue across the 68<sup>th</sup> Avenue right-of-way and along the Eastern boundaries of Lots 11 and 30, Block 3, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet to the South right-of-way of 69<sup>th</sup> Avenue; thence continue Northwesterly across the 69<sup>th</sup> Avenue right-of-way and along the Eastern boundaries of Lots 11 and 30, Block 2, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet; thence continue Northwesterly across 70<sup>th</sup> Avenue and along the Eastern boundaries of Lot 11, Block 1, St. Petersburg Beach 1<sup>st</sup> Addition, and Baltic Apartments Condo 203 feet to the South right-of-way of 71<sup>st</sup> Avenue; thence continue Northwesterly across 71<sup>st</sup> Avenue and the Eastern boundaries Lot 11 and 12, Block 43, St. Petersburg Beach Replat, 115 feet to the South right-of-way 72<sup>nd</sup> Avenue; thence continue Northwesterly across 72<sup>nd</sup> Avenue and the Eastern boundaries of Lot 11 and 12, Block 46, St. Petersburg Beach Replat, to the South right-of-way of 73<sup>rd</sup> Avenue; thence Southwesterly along said right-of-way 911.5 feet to the seawall on Blind Pass Channel; thence Northwesterly along the seawall 719.7 feet to the point of beginning, together with all street and alley right-of-way contained in the described area, and the entire right-of-way of Gulf Winds Drive between the South right-of-way line of 73<sup>rd</sup> Avenue to the North right-of-way line of 64<sup>th</sup> Avenue, and the entire right-of-way of Blind Pass Road between the South right-of-way line of 73<sup>rd</sup> Avenue and the South right-of-way line of 70<sup>th</sup> Avenue.

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## APPENDIX H:

### Assumption Financial Model Table

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## APPENDIX 5-1: VALUES / ASSUMPTIONS FOR FINANCIAL MODEL

| CRA Base Data                                                                                                                                |            |                |                      |                    |                  |                |                  |           |                     |            |
|----------------------------------------------------------------------------------------------------------------------------------------------|------------|----------------|----------------------|--------------------|------------------|----------------|------------------|-----------|---------------------|------------|
| Property Category                                                                                                                            | Parcels    | DU / Hotel Rms | Taxable Value        | Building Area (sf) | Avg Tax Val/Unit | Avg Tax Val/SF | Avg DU Area (sf) | Count     | Hx Val              | Avg Hx Val |
| Residential: Single Family                                                                                                                   | 24         | 27             | \$2,887,229          | 36,041             | \$106,934        | \$80.11        | 1,335            | 5         | \$400,301           | \$80,060   |
| Residential: Multi-Family (incl CAM) *                                                                                                       | 331        | 374            | \$65,223,284         | 448,261            | \$174,394        | \$145.50       | 1,199            | 79        | \$13,306,975        | \$168,443  |
| Residential: Vacant                                                                                                                          | 2          | 0              | \$220,565            | 0                  |                  |                |                  | 0         | \$0                 |            |
| Commercial: Office *                                                                                                                         | 23         | 0              | \$7,445,000          | 87,985             |                  | \$84.62        |                  |           |                     |            |
| Commercial: Retail, Rest, Other *                                                                                                            | 83         | 0              | \$53,672,982         | 574,760            |                  | \$93.38        |                  |           |                     |            |
| Commercial: Hotel/Motel/Time Share                                                                                                           | 379        | 2,309          | \$179,018,158        | 1,664,953          | \$77,531         | \$107.52       | 721              |           |                     |            |
| Commercial: Vacant                                                                                                                           | 56         | 0              | \$10,412,621         | 0                  |                  |                |                  |           |                     |            |
| Industrial                                                                                                                                   | 11         | 0              | \$2,686,649          | 44,630             |                  | \$60.20        |                  |           |                     |            |
| Industrial: Vacant                                                                                                                           | 0          | 0              | \$0                  | 0                  | \$0              | \$0.00         | 0                |           |                     |            |
| Institutional / Govt                                                                                                                         | 10         | 0              | \$1,905,751          | 136,018            |                  | \$14.01        |                  |           |                     |            |
| Institutional / Govt: Vacant                                                                                                                 | 1          | 0              | \$0                  | 0                  |                  |                |                  |           |                     |            |
| <b>Totals</b>                                                                                                                                | <b>920</b> | <b>2,710</b>   | <b>\$323,472,239</b> | <b>2,992,648</b>   |                  |                |                  | <b>84</b> | <b>\$13,707,276</b> |            |
| * 2013 Taxable Value (land + bldg): Avg multi-family built 1970+ (DU / sf) \$212,331 \$161.04 Wtd avg of non-hotel commercial space: \$92.22 |            |                |                      |                    |                  |                |                  |           |                     |            |

| Millage Rates                           |                          | Real Estate Growth / Decline Cycle: 18 years of growth, 2 years of decline starting in the 19th year, 1 year stagnant before new growth cycle). |                | TIF Capture Rates                                       |             |      |                |
|-----------------------------------------|--------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------------------------------------------|-------------|------|----------------|
| County:                                 | 5.3377                   |                                                                                                                                                 |                | County:                                                 | Years 1 - 5 | 100% | thereafter 75% |
| City:                                   | 2.8569                   |                                                                                                                                                 |                | City:                                                   | Years 1 - 5 | 100% | thereafter 75% |
| Other Taxing Districts (Total):         | 10.2717                  |                                                                                                                                                 |                |                                                         |             |      |                |
| Value Escalation (from 2013)            |                          | Property Improvements On Existing 2013 Properties                                                                                               |                | New Development                                         |             |      |                |
| Residential:                            | Starting Esc 1.75%       | Multi-Family Residential                                                                                                                        |                | Multi-Family Residential                                |             |      |                |
|                                         | Ann1 Esc Growth 3.50%    | Property (sf): 437,353                                                                                                                          |                | Avg DU (sf): 959                                        |             |      |                |
|                                         | Tot Declined Val -25.00% | Avg tax val per sf: \$149.13                                                                                                                    | all properties | Tax val per sf: \$161.04                                | 1970+       |      |                |
|                                         | Yr 1 Decline 40.00%      | Imp / yr: 1.10%                                                                                                                                 | in growth yrs, | Avg Househdd Size: 1.83                                 | people      |      |                |
|                                         | Yr 2 Decline 60.00%      | Ann1 esc of imp / yr: 4.10%                                                                                                                     | starting yr 2  | Const Timing: Annual, starting yr 2 based on            |             |      |                |
| Commercial:                             | Starting Esc 1.75%       | Imp val: 20.0%                                                                                                                                  | of esc value   | Initial Dev Rate: previous year's CRA population demand |             |      |                |
|                                         | Ann1 Esc Growth: 5.50%   | Non-Hotel Commercial                                                                                                                            |                | Dev Esc:                                                |             |      |                |
|                                         | Tot Declined Val -22.00% | Property (sf): 449,763                                                                                                                          |                | Non-Hotel Commercial                                    |             |      |                |
|                                         | Yr 1 Decline 40.00%      | Wtd avg tax val per sf: \$135.89                                                                                                                | all properties | Wtd tax val per sf: \$92.22                             |             |      |                |
|                                         | Yr 2 Decline 60.00%      | Imp / yr: 1.15%                                                                                                                                 | in growth yrs, | Const Timing: Annual, starting yr 2                     |             |      |                |
|                                         |                          | Ann1 esc of imp / yr: 4.10%                                                                                                                     | starting yr 2  | Initial Dev Rate: 1,900 sf                              |             |      |                |
|                                         |                          | Imp Val: 22.0%                                                                                                                                  | of esc value   | Dev Esc: 10.50% Annually                                |             |      |                |
|                                         |                          | Hotels, Motels, Time Shares                                                                                                                     |                | Hotel / Motel                                           |             |      |                |
|                                         |                          | Property (sf): 1,499,510                                                                                                                        |                | Avg Room (sf): 505                                      |             |      |                |
|                                         |                          | Avg tax val per sf: \$119.38                                                                                                                    | all properties | Tax val per sf: \$107.52                                |             |      |                |
|                                         |                          | Imp / yr: 1.15%                                                                                                                                 | in growth yrs  | Tax val per room: \$77,531                              |             |      |                |
|                                         |                          | Ann1 esc of imp / yr: 4.10%                                                                                                                     |                | Const Timing: Every 3 yrs starting yr 4                 |             |      |                |
|                                         |                          | Imp Val: 28.0%                                                                                                                                  | of esc value   | Initial Dev Rate: 175 rooms                             |             |      |                |
|                                         |                          |                                                                                                                                                 |                | Dev Esc: 6.00% of last project                          |             |      |                |
| City / CRA Pop Growth - CRA Pop Capture |                          | NOTE: Taxable value appears on the tax roll the year after the construction start.                                                              |                |                                                         |             |      |                |
| Starting Growth Factor                  | 0.51%                    |                                                                                                                                                 |                |                                                         |             |      |                |
| Ann1 Growth Escalation                  | 7.5%                     |                                                                                                                                                 |                |                                                         |             |      |                |
| CRA Impact Factor (starting year 5)     | 12.0%                    |                                                                                                                                                 |                |                                                         |             |      |                |
| Ann1 Impact Escalation                  | 7.5%                     |                                                                                                                                                 |                |                                                         |             |      |                |
| CRA Pop Capture (starting year 5)       | 50.0%                    |                                                                                                                                                 |                |                                                         |             |      |                |
| Ann1 Capture Escalation                 | 2.0%                     |                                                                                                                                                 |                |                                                         |             |      |                |



Tindale-Oliver  
&  
Associates, Inc.  

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Planning and Engineering

| Downtown Redevelopment District                                  |                                   |             |                            |                      |                      |                       |                       |                                                                                                          |                                                                                                                                                                                                 |          |
|------------------------------------------------------------------|-----------------------------------|-------------|----------------------------|----------------------|----------------------|-----------------------|-----------------------|----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| Project Type                                                     | Cost Estimate per Unit            |             | Unit                       |                      | Estimated Cost       |                       |                       |                                                                                                          | Existing/ Potential Funding Sources                                                                                                                                                             | Location |
|                                                                  |                                   |             |                            |                      | Short Term (1-5 yrs) | Mid Term (6-15 yrs)   | Long Term (16-30 yrs) | Total                                                                                                    |                                                                                                                                                                                                 |          |
| Capital Programs - Transportation & Mobility Improvements        |                                   |             |                            |                      |                      |                       |                       |                                                                                                          |                                                                                                                                                                                                 |          |
| Waterfront Boardwalk                                             | \$1,000,000                       | (lump sum)  | 1 Boardwalk                |                      | \$1,000,000          |                       | \$1,000,000           | City & County TIF, LOST, Grants, Private Funding                                                         | Connecting Corey Cir. along Boca Ciega Dr. and Intracoastal Waterway to Community Center on Boca Ciega Dr.                                                                                      |          |
| Pedestrian Bridge                                                | \$470,000                         | (lump sum)  | 1 Pedestrian Bridge        |                      | \$470,000            |                       | \$470,000             | City & County TIF, LOST, Grants, Private Funding                                                         | From Corey Avenue to Community Center (Across 75th Avenue)                                                                                                                                      |          |
| Corey Ave. Streetscape                                           | \$1,610                           | per LF      | 3432 LF                    | \$5,525,520          |                      |                       | \$5,525,520           | City & County TIF, LOST, Grants, FDOT                                                                    | From Corey Cir. To Sunset Way                                                                                                                                                                   |          |
| 75th Ave. Streetscape                                            | \$960                             | per LF      | 2693 LF                    |                      | \$2,585,280          |                       | \$2,585,280           | City & County TIF, LOST, Grants, FDOT                                                                    | From CRA Boundary to Sunset Way                                                                                                                                                                 |          |
| 73rd Ave. Streetscape                                            | \$1,610                           | per LF      | 2587 LF                    |                      | \$4,165,070          |                       | \$4,165,070           | City & County TIF, LOST, Grants, FDOT                                                                    | From Bay St. to Sunset Way                                                                                                                                                                      |          |
| 76th Ave. Streetscape                                            | \$1,610                           | per LF      | 1742 LF                    |                      |                      | \$2,804,620           | \$2,804,620           | City & County TIF, LOST, Grants, FDOT                                                                    | From Boca Ciega Dr. to Terminus west of Coquina Way                                                                                                                                             |          |
| 77th Ave. Streetscape                                            | \$1,610                           | per LF      | 528 LF                     |                      |                      | \$850,080             | \$850,080             | City & County TIF, LOST, Grants, FDOT                                                                    | From Boca Ciega Dr. to Blind Pass Rd.                                                                                                                                                           |          |
| Boca Ciega Dr. Streetscape                                       | \$1,090                           | per LF      | 2218 LF                    |                      | \$2,417,620          |                       | \$2,417,620           | City & County TIF, LOST, Grants, FDOT                                                                    | From 77th Ave. to 70th Ave.                                                                                                                                                                     |          |
| Blind Pass Rd. Streetscape                                       | \$1,090                           | per LF      | 2693 LF                    | \$2,935,370          |                      |                       | \$2,935,370           | City & County TIF, LOST, Grants, FDOT                                                                    | From 77th Ave. to Gulf Blvd.                                                                                                                                                                    |          |
| Coquina Way Streetscape                                          | \$1,090                           | per LF      | 898 LF                     |                      |                      | \$978,820             | \$978,820             | City & County TIF, LOST, Grants, FDOT                                                                    | From 76th Ave. to 73rd Ave.                                                                                                                                                                     |          |
| Sunset Way Streetscape                                           | \$1,090                           | per LF      | 581 LF                     |                      |                      | \$633,290             | \$633,290             | City & County TIF, LOST, Grants, FDOT                                                                    | From 75th Ave. to 73rd Ave.                                                                                                                                                                     |          |
| Gulf Winds Dr. Streetscape                                       | \$1,090                           | per LF      | 1690 LF                    |                      |                      | \$1,842,100           | \$1,842,100           | City & County TIF, LOST, Grants, FDOT                                                                    | From 70th Ave. to 64th Ave.                                                                                                                                                                     |          |
| Gulf Blvd. Streetscape                                           | \$1,062                           | per LF      | 3221 LF                    | \$3,420,702          |                      |                       | \$3,420,702           | City & County TIF, LOST, Grants, FDOT                                                                    | From 76th Ave. to 64th Ave.                                                                                                                                                                     |          |
| Public Parking Garage¹                                           | \$20,000 per garage parking space |             | 500 garage parking spaces² |                      | \$10,000,000         |                       | \$10,000,000          | City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives | TBD - Proximate to Downtown Retail Uses                                                                                                                                                         |          |
| Public Surface Parking Lot Facilities                            | \$1,000,000 (lump sum)            |             | TBD                        | \$500,000            | \$500,000            |                       | \$1,000,000           | City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives | TBD - Proximate to Downtown Retail Uses                                                                                                                                                         |          |
| Capital Programs - Transportation & Mobility Improvements        |                                   |             |                            |                      |                      |                       |                       |                                                                                                          |                                                                                                                                                                                                 |          |
| Burying/Relocating Utilities                                     | \$ 1,500,000                      | per mile    | 0.61 miles                 |                      | \$915,057            |                       | \$915,057             | TIF (City Only)                                                                                          | Gulf Blvd. (From 76th Ave. to 64th Ave.)                                                                                                                                                        |          |
| Burying/Relocating Utilities                                     | \$ 1,500,000                      | per mile    | 0.51 miles                 |                      |                      | \$765,057             | \$765,057             | TIF (City Only)                                                                                          | 75th Ave. (From CRA Boundary to Sunset Way)                                                                                                                                                     |          |
| Burying/Relocating Utilities                                     | \$ 1,500,000                      | per mile    | 0.32 miles                 |                      |                      | \$480,114             | \$480,114             | TIF (City Only)                                                                                          | Gulf Winds Dr. (From 70th Ave. to 64th Ave.)                                                                                                                                                    |          |
| Burying/Relocating Utilities                                     | \$ 1,500,000                      | per mile    | 0.51 miles                 |                      |                      | \$765,057             | \$765,057             | TIF (City Only)                                                                                          | Blind Pass Rd. (From 77th Ave. to Gulf Blvd.)                                                                                                                                                   |          |
| Burying/Relocating Utilities                                     | \$ 1,500,000                      | per mile    | 0.42 miles                 |                      |                      | \$630,114             | \$630,114             | TIF (City Only)                                                                                          | Boca Ciega Dr. (From 77th Ave. to 70th Ave.)                                                                                                                                                    |          |
| Burying/Relocating Utilities                                     | \$ 1,500,000                      | per mile    | 0.49 miles                 |                      |                      | \$734,943             | \$734,943             | TIF (City Only)                                                                                          | 73rd Ave. (From Bay St. to Sunset Way)                                                                                                                                                          |          |
| Burying/Relocating Utilities                                     | \$ 1,500,000                      | per mile    | 0.33 miles                 |                      |                      | \$494,886             | \$494,886             | TIF (City Only)                                                                                          | 76th Ave. (From Boca Ciega Dr. to Terminus west of Coquina Way)                                                                                                                                 |          |
| Burying/Relocating Utilities                                     | \$ 1,500,000                      | per mile    | 0.1 miles                  |                      |                      | \$150,000             | \$150,000             | TIF (City Only)                                                                                          | 77th Ave. from Boca Ciega Dr. to Blind Pass Rd.                                                                                                                                                 |          |
| Stormwater System Improvements³                                  | \$2,000,000 (lump sum)            |             | TBD                        |                      | \$1,000,000          | \$1,000,000           | \$2,000,000           | City & County TIF, Grants                                                                                | Throughout the Downtown Planning District                                                                                                                                                       |          |
| Capital Programs - Wayfinding Signage Improvements               |                                   |             |                            |                      |                      |                       |                       |                                                                                                          |                                                                                                                                                                                                 |          |
| Wayfinding Signage Improvements                                  | \$3,000.00                        | per sign    | 10 signs                   |                      | \$30,000             |                       | \$30,000              | City & County TIF, Grants                                                                                | Comprehensive Street and Wayfinding Signage Program for both the Downtown Redevelopment District. Program will "brand" St. Pete Beach, orient residents & visitors and eliminate visual clutter |          |
| Gateway Features                                                 | \$20,000                          | per gateway | 2 gateways                 |                      | \$40,000             |                       | \$40,000              | City & County TIF, Grants                                                                                | Two Downtown Redevelopment District Gateway Features                                                                                                                                            |          |
| Capital Programs - Community Center Area Improvements            |                                   |             |                            |                      |                      |                       |                       |                                                                                                          |                                                                                                                                                                                                 |          |
| Community Center, Park Expansion and Improvements                | \$5,000,000 (lump sum)            |             | TBD                        |                      | \$1,000,000          | \$4,000,000           | \$5,000,000           | FRDAP, LOST, City & County TIF                                                                           | Community Center on Boca Ciega Dr.                                                                                                                                                              |          |
| City Complex Improvements                                        | \$5,000,000 (lump sum)            |             | 1 facility                 | \$5,000,000          |                      |                       | \$5,000,000           | City & County TIF⁴                                                                                       | Downtown Redevelopment District - Project could include capital improvements to improve the City Complex                                                                                        |          |
| Sub-Total for Downtown Redevelopment District (Capital Programs) |                                   |             |                            | Short Term (1-5 yrs) | Mid Term (6-15 yrs)  | Long Term (16-30 yrs) | Total                 |                                                                                                          |                                                                                                                                                                                                 |          |
|                                                                  |                                   |             |                            | \$17,381,592         | \$24,123,027         | \$16,129,080          | \$57,633,699          |                                                                                                          |                                                                                                                                                                                                 |          |

| Gulf Boulevard Redevelopment District                                                                                  |                        |                          |                                        |                                                                                            |                     |                       |               |                                                                                                          |                                                                                                                                                                                                                                                                                    |  |
|------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------|----------------------------------------|--------------------------------------------------------------------------------------------|---------------------|-----------------------|---------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Project Type                                                                                                           | Cost Estimate per Unit |                          | Unit                                   | Estimated Cost                                                                             |                     |                       |               | Existing/ Potential Funding Sources                                                                      | Location                                                                                                                                                                                                                                                                           |  |
|                                                                                                                        |                        |                          |                                        | Short Term (1-5 yrs)                                                                       | Mid Term (6-15 yrs) | Long Term (16-30 yrs) | Total         |                                                                                                          |                                                                                                                                                                                                                                                                                    |  |
| Capital Programs - Transportation & Mobility Improvements                                                              |                        |                          |                                        |                                                                                            |                     |                       |               |                                                                                                          |                                                                                                                                                                                                                                                                                    |  |
| Gulf Blvd. Streetscape                                                                                                 | \$1,090                | per LF                   | 8,606 LF                               |                                                                                            | \$9,380,540         |                       | \$9,380,540   | City & County TIF, LOST <sup>1</sup> , Grants, FDOT                                                      | From 64th Ave. to 37th Ave.                                                                                                                                                                                                                                                        |  |
| Gulf Winds Dr. Streetscape                                                                                             | \$575                  | per LF                   | 581 LF                                 |                                                                                            | \$334,075           |                       | \$334,075     | City & County TIF, LOST <sup>1</sup> , Grants, FDOT                                                      | From 64th Ave. to Gulf Blvd.                                                                                                                                                                                                                                                       |  |
| Public Parking Garage <sup>2</sup>                                                                                     | \$20,000               | per garage parking space | 500 garage parking spaces <sup>3</sup> |                                                                                            |                     | \$10,000,000          | \$10,000,000  | City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives | Gulf Boulevard Redevelopment District - Specific locations TBD<br>Potential for Public / Private Shared Parking                                                                                                                                                                    |  |
| Public Surface Parking Lot Facilities                                                                                  | \$1,000,000            | (lump sum)               | TBD                                    |                                                                                            | \$500,000           | \$500,000             | \$1,000,000   | City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives | Gulf Boulevard Redevelopment District - Specific locations TBD<br>Potential for Public / Private Shared Parking                                                                                                                                                                    |  |
| Capital Programs - Utilities and Infrastructure                                                                        |                        |                          |                                        |                                                                                            |                     |                       |               |                                                                                                          |                                                                                                                                                                                                                                                                                    |  |
| Burying/Relocating Utilities                                                                                           | \$ 1,500,000           | per mile                 | 1.63 miles                             |                                                                                            | \$2,444,886         |                       | \$2,444,886   | TIF (City Only)                                                                                          | Gulf Blvd. (From 64th Ave. to 37th Ave.)                                                                                                                                                                                                                                           |  |
| Burying/Relocating Utilities                                                                                           | \$ 1,500,000           | per mile                 | 0.15 miles                             |                                                                                            |                     | \$225,000             | \$225,000     | TIF (City Only)                                                                                          | 64th Ave. (From Sunset Way to Gulf Winds Dr.)                                                                                                                                                                                                                                      |  |
| Burying/Relocating Utilities                                                                                           | \$ 1,500,000           | per mile                 | 0.11 miles                             |                                                                                            |                     | \$165,057             | \$165,057     | TIF (City Only)                                                                                          | Gulf Winds Dr. (From 64th Ave. to Gulf Blvd)                                                                                                                                                                                                                                       |  |
| Stormwater System Improvements <sup>4</sup>                                                                            | \$2,000,000            | (lump sum)               | TBD                                    |                                                                                            | \$1,000,000         | \$1,000,000           | \$2,000,000   | City & County TIF, Grants                                                                                | Throughout the Gulf Boulevard Planning District                                                                                                                                                                                                                                    |  |
| Infrastructure Studies                                                                                                 | \$150,000              | (lump sum)               | TBD                                    |                                                                                            | \$150,000           |                       | \$150,000     | TIF (City Only)                                                                                          | Gulf Boulevard Redevelopment District - Locations TBD                                                                                                                                                                                                                              |  |
| Capital Programs - Wayfinding Signage Improvements                                                                     |                        |                          |                                        |                                                                                            |                     |                       |               |                                                                                                          |                                                                                                                                                                                                                                                                                    |  |
| Wayfinding Signage Improvements                                                                                        | \$3,000                | per sign                 | 6 signs                                |                                                                                            | \$18,000            |                       | \$18,000      | City & County TIF, Grants                                                                                | Comprehensive Street and Wayfinding Signage Program for the Gulf Blvd District. Program will "brand" St. Pete Beach, orient residents & visitors and eliminate visual clutter                                                                                                      |  |
| Gateway Features                                                                                                       | \$20,000               | per gateway              | 2 gateways                             |                                                                                            | \$40,000            |                       | \$40,000      | City & County TIF, Grants                                                                                | Two Gulf Boulevard Redevelopment District Gateway Features                                                                                                                                                                                                                         |  |
| Sub-Total for Gulf Boulevard Redevelopment District (Capital Programs)                                                 |                        |                          |                                        | Short Term (1-5 yrs)                                                                       | Mid Term (6-15 yrs) | Long Term (16-30 yrs) | Total         |                                                                                                          |                                                                                                                                                                                                                                                                                    |  |
|                                                                                                                        |                        |                          |                                        | \$0                                                                                        | \$13,867,501        | \$11,890,057          | \$25,757,558  |                                                                                                          |                                                                                                                                                                                                                                                                                    |  |
| Non-Capital Programs                                                                                                   |                        |                          |                                        |                                                                                            |                     |                       |               |                                                                                                          |                                                                                                                                                                                                                                                                                    |  |
| Planning/Engineering/ Surveying Studies and Other Professional Services                                                | \$1,000,000            | (lump sum)               | TBD                                    | \$200,000                                                                                  | \$500,000           | \$300,000             | \$1,000,000   | City & County TIF                                                                                        | Engaging several consulting companies to study specific needs for particular projects relating to the design or implementation of capital projects, parking studies, appraisals, business assistance programs, event management and placemaking, and property management services. |  |
| Property Acquisition and Assembly                                                                                      | \$7,500,000            | (lump sum)               | TBD                                    |                                                                                            | \$2,500,000         | \$5,000,000           | \$7,500,000   | City & County TIF                                                                                        | Acquiring properties in support of capital projects, and for the purposes of blight eradication and/or property assemblage for potential redevelopment projects                                                                                                                    |  |
| Commercial Façade/Business Assistance Programs                                                                         | \$2,500,000            | (lump sum)               | TBD                                    | \$500,000                                                                                  | \$1,000,000         | \$1,000,000           | \$2,500,000   | City & County TIF                                                                                        | Assisting business owners with improvements and/or initiatives.                                                                                                                                                                                                                    |  |
| Residential Façade Programs                                                                                            | \$300,000              | (lump sum)               | TBD                                    | \$100,000                                                                                  | \$100,000           | \$100,000             | \$300,000     | TIF (City Only)                                                                                          | Assisting homeowners with property improvements.                                                                                                                                                                                                                                   |  |
| Affordable Multi-Family Housing Program                                                                                | \$2,000,000            | (lump sum)               | TBD                                    |                                                                                            | \$800,000           | \$1,200,000           | \$2,000,000   | City & County TIF                                                                                        | Providing affordable multi-family housing development programs.                                                                                                                                                                                                                    |  |
| Community Policing                                                                                                     | \$2,750,000            | (lump sum)               | TBD                                    | \$250,000                                                                                  | \$1,000,000         | \$1,500,000           | \$2,750,000   | TIF (City Only)                                                                                          | Supporting innovative policing techniques to reduce crime including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, foot patrol, or intensified motorized patrol.                                                                           |  |
| CRA Administration                                                                                                     | \$4,750,000            | (lump sum)               | TBD                                    | \$250,000                                                                                  | \$1,800,000         | \$2,700,000           | \$4,750,000   | TIF (City Only)                                                                                          | Paying for administrative and overhead expenses necessary or incidental to the implementation of the Plan                                                                                                                                                                          |  |
| Community Branding                                                                                                     | \$800,000              | (lump sum)               | TBD                                    | \$100,000                                                                                  | \$300,000           | \$400,000             | \$800,000     | TIF (City Only)                                                                                          | Developing and implementing a new community branding concept to help create/reinforce a sense of place for visitors and community residents alike.                                                                                                                                 |  |
| Sub-Total for Downtown Redevelopment District (Non-Capital Programs)                                                   |                        |                          |                                        | Short Term (1-5 yrs)                                                                       | Mid Term (6-15 yrs) | Long Term (16-30 yrs) | Total         |                                                                                                          |                                                                                                                                                                                                                                                                                    |  |
|                                                                                                                        |                        |                          |                                        | \$1,400,000                                                                                | \$8,000,000         | \$12,200,000          | \$21,600,000  |                                                                                                          |                                                                                                                                                                                                                                                                                    |  |
| Grand Total - Downtown Redevelopment District & Gulf Boulevard Redevelopment District (Capital + Non-Capital Programs) |                        |                          |                                        | \$18,781,592                                                                               | \$45,990,528        | \$40,219,137          | \$104,991,257 |                                                                                                          |                                                                                                                                                                                                                                                                                    |  |
| Increment Revenue Forecast                                                                                             |                        |                          |                                        | \$758,092                                                                                  | \$12,699,406        | \$62,724,009          | \$76,181,507  |                                                                                                          |                                                                                                                                                                                                                                                                                    |  |
| Funding Deficit <sup>5</sup>                                                                                           |                        |                          |                                        | \$104,991,257 (Total Capital + Non-Capital Costs) - \$76,181,507 (Total Increment Revenue) |                     |                       |               | (\$28,809,750)                                                                                           |                                                                                                                                                                                                                                                                                    |  |

# CITY OF ST. PETE BEACH CRP RESPONSE TO CITY OF ST. PETE BEACH COMMENTS

August 20, 2015

| COMMUNITY REDEVELOPMENT PLAN                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Plan Revision #6 Comments                                                                                                                                                                                                                               | Page                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <ol style="list-style-type: none"> <li>Changes made to the CIP costs for CRA improvements to reflect realistic costs.</li> <li>Changes made in TIF projections for Mid-Term and Long Term timeframes</li> </ol>                                         | Executive Summary page IX.                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <ol style="list-style-type: none"> <li>Changes were made to reflect correct acreage of the CRA.</li> </ol>                                                                                                                                              | Pages 2, 11                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <ol style="list-style-type: none"> <li>Complete minor edits from Gordon Beardslee ( Pinellas County Planning) related to the use of “Penny for Pinellas” funding.</li> </ol>                                                                            | Changes throughout the document                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <ol style="list-style-type: none"> <li>Review Dunedin and St. Petersburg CRA's to identify Interlocal Agreements and/or data and analysis developed to serve as justification for the use of County TIF funding to construct parking garages</li> </ol> | Strategy 2.4, page 31 has been revised:<br>...The Redevelopment Agency should consider the completion of a parking study/ master plan to identify the most effective strategies for managing parking within the Downtown Redevelopment District. If the parking study identifies the need for a parking garage, and the Redevelopment Agency seeks to use the County’s increment revenue for the purpose of bonding, then the Redevelopment Agency will seek approval from the Pinellas BCC. |
|                                                                                                                                                                                                                                                         | Strategy 5.3 page 33 has been revised:<br>...The Redevelopment Agency should consider the completion of a parking study/ master plan to ensure effective management of existing/future parking facilities. If the parking study identifies the need for a parking garage, and the Redevelopment Agency seeks to use the County’s increment revenue for the purpose of bonding, then the Redevelopment Agency will seek approval from the Pinellas BCC.                                       |
|                                                                                                                                                                                                                                                         | Table 6-1 page 71 & 72 has been revised (see Public Parking Garage, Public Parking Lot Facilities and footnotes).                                                                                                                                                                                                                                                                                                                                                                            |

# CITY OF ST. PETE BEACH CRP RESPONSE TO CITY OF ST. PETE BEACH COMMENTS

August 20, 2015

| COMMUNITY REDEVELOPMENT PLAN                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Plan Revision #6 Comments                                                                                                                                                                                                                         | page                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 6. Add additional detail (narrative, photographs, budget information) related to planned use of the Penny for Pinellas beautification money and how that relates to the CRA funding already budgeted for Gulf Boulevard streetscape improvements. | <p>Other Funding Sources - Local Option Sales Tax has been revised ( Pg. 74):</p> <p>On July 10, 2012, Pinellas County entered into an Interlocal Agreement with the Barrier Islands Government Council (BIG-C) for the funding of the Gulf Boulevard Beautification Project. The Interlocal Agreement based the funding for the City projects on a pro-rata share of \$35 million from the “Penny for Pinellas”. The Interlocal Agreement provides for project funding at a level of \$3.5 million per year during Fiscal Years 2013, 2014, 2015, and 2016, for a total of \$14 million. Projects will then be funded at a level of\$ 7 million per year during Fiscal Years 2017, 2018 and 2019. City of St. Pete Beach was awarded \$5,746,260.00 to beautify Gulf Boulevard (including Blind Pass Road, does not include Pass-A-Grille Way). The project includes undergrounding of utilities on Gulf Boulevard from 37th Avenue to 75th Avenue (2.3 miles), crosswalks landscaping plantings, street lighting and furniture, comprehensive street signage and other improvements as envisioned in the Gulf Boulevard Improvement Program. A small portion of the request will be for reimbursements of costs for the improvements already made on Blind Pass Road north of 75th Avenue. The City anticipates the cost will equal or exceed the allocated funds. Any costs over the allocated funding will be financed through other funding sources (i.e., City and County TIF, Grants, FDOT).</p> |

# CITY OF ST. PETE BEACH CRP RESPONSE TO CITY OF ST. PETE BEACH COMMENTS

August 20, 2015

| COMMUNITY REDEVELOPMENT PLAN                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Plan Revision #6 Comments                                                                                                                                                                                                                   | TOA Responses                                                                                                                                                                                                                                                                                                                                                                                                    |
| 7. Coordinate with staff to update cost estimates for undergrounding utilities in the CIP Table.                                                                                                                                            | Estimated at \$1,500,000/mile – See Table 6-1 (pg. 71 & 72).                                                                                                                                                                                                                                                                                                                                                     |
| 8. Review detailed plans for Blind Pass Road improvements that are currently in design, but have not yet been funded. These should be added to the CRA Plan.                                                                                | Reviewed Blind Pass Road and made adjustments to the CIP – See Table 6-1 (pg. 71 & 72)..                                                                                                                                                                                                                                                                                                                         |
| 9. Add capital budget information to the CIP for the Corey Avenue improvements proposed in the adopted Vision Plan. These cost estimates will need to be developed collaborating with staff and using unit costs provided by Michael Baker. | Spoke with Michael Baker and the Corey Avenue cost estimate that he prepared includes adjacent streets. The unit prices have been adjusted in the CIP costs to reflect his estimates – See Table 6-1. (pg. 71 & 72).                                                                                                                                                                                             |
| 10. Update CIP Table to include property acquisition costs.                                                                                                                                                                                 | Table 6-1 has been updated to include Property Acquisition and Assembly. (pg. 71 & 72).                                                                                                                                                                                                                                                                                                                          |
| 11. Review capital costs in the CIP to ensure that adequate "soft costs" are included.                                                                                                                                                      | Table 6-1 has been updated to include "soft costs" as Non-Capital Programs. (pg. 71 & 72).<br><br>Section 6.4 has been updated to include, Residential Assistance, Affordable Housing/Relocation Assistance and Community                                                                                                                                                                                        |
| 12. Update CIP table to more clearly identify specific expenditures that will be covered by City vs. County over the course of the redevelopment plan.                                                                                      | Table 6-1 has been updated to identify City and County contributions. (pg. 71 & 72).                                                                                                                                                                                                                                                                                                                             |
| 13. Update Comprehensive Plan review based on City Ordinance                                                                                                                                                                                | Table 4-2 has been revised.(pg. 46)                                                                                                                                                                                                                                                                                                                                                                              |
|                                                                                                                                                                                                                                             | Table 4-3 has been updated - Large Resort District (LR) height.                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                                                                                                                                                             | Section 7.3 Consistency with the City's Comprehensive Plan has been revised (pg. 79):<br>Goals, objectives, and policies supportive of the creation of the Redevelopment Agency and subsequent implementation of the projects and programs identified within this Plan, Plan including<br>the remedial amendments to the Future Land Use Element based on City Ordinance No. 2015-05 can be found in Appendix E. |



# CITY OF ST. PETE BEACH CRP RESPONSE TO CITY OF ST. PETE BEACH COMMENTS

August 20, 2015

| COMMUNITY REDEVELOPMENT PLAN                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| Plan Revision #6 Comments                                                                                                              | TOA Responses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Update Comprehensive Plan review based on City Ordinance (continue)                                                                    | <p>Appendix C – Comprehensive Plan Review has been revised:</p> <p><b>Future Land Use Element</b></p> <ul style="list-style-type: none"> <li>Deleted Policy 1.1.10</li> <li>Revised Policy 2.9.6</li> </ul> <p><b>Special Designation-Community Redevelopment District</b></p> <p><u>Community Redevelopment District Goals, Objectives, and Policies</u></p> <ul style="list-style-type: none"> <li>Changed Policy 1.1.5 to 1.1.4</li> </ul> <p><u>Community Redevelopment District general redevelopment guidelines, standards, and initiatives</u></p> <ul style="list-style-type: none"> <li>Revised (j)</li> </ul> <p><u>Gulf Boulevard Redevelopment District Goals, Objectives, and Policies</u></p> <ul style="list-style-type: none"> <li>Deleted Objective 1.3</li> <li>Changed Objective 1.5 to 1.4</li> <li>Changed Objective 1.6 to 1.5</li> <li>Deleted Policy 14</li> <li>Changed Policy 15 to 14</li> </ul> |
| 14. Verify gateway and wayfinding costs.                                                                                               | Updated costs– See Table 6-1 (pg. 71 & 72).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 15. Add language to the latest draft of the plan relating to the surface parking vs. garage parking that we currently show in the CIP. | <p>Pg. II<br/>Development of public parking facilities (surface parking lots, on street parking, and/or parking garages) in both the Downtown and Gulf Boulevard Redevelopment Districts.</p> <p>Pg. 8<br/>...Except for a metered parking lot adjacent to the St. Pete Beach Access County park and other on-street parking areas, there are no public surface parking lots or garages in the CRA...</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

# CITY OF ST. PETE BEACH CRP RESPONSE TO CITY OF ST. PETE BEACH COMMENTS

August 20, 2015

| COMMUNITY REDEVELOPMENT PLAN                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Plan Revision #6 Comments                                                                                                                                 | TOA Responses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 16. Add language to the latest draft of the plan relating to the surface parking vs. garage parking that we currently show in the CIP <i>(continue)</i> . | <p>Pg. 18<br/>...will include improved infrastructure, rehabilitation of structures, landscape and streetscape upgrades, improved/upgraded parks, creation of parking facilities (surface parking lots, on street parking, and/or parking garages), and other projects...</p> <p>Pg. 20<br/>...This work may take the form of the undergrounding of utilities located within the right-of-way, the development of public parking facilities (surface parking lots, on street parking, and/or parking garages), and improvements...</p> <p>Pg. 21<br/>This work will take the form of relocating utilities located within selected right-of-way, the development of public parking facilities (surface parking lots, on street parking, and/or parking garages) to improve access to commercial areas and to increase public beach access.</p> <p>Pg. 31 &amp; 33<br/>Strategy 2.4 &amp; 5.3<br/>A variety of parking solutions for motorized and non-motorized transportation systems should be pursued to support development and redevelopment while maintaining ease of access and parking throughout the Downtown Redevelopment District. The Redevelopment Agency should consider the completion of a parking study/master plan to identify the most effective strategies for managing parking within the Downtown Redevelopment District. If the parking study identifies the need for a parking garage, and the Redevelopment Agency seeks to use the County's increment revenue for the purpose of bonding, then the Redevelopment Agency will seek approval from the Pinellas BCC. The Redevelopment Agency may acquire property for the development of future public parking facilities, including lots and garages. The Redevelopment Agency may choose to construct an interim surface parking lot on property acquired for a future parking garage, until such time funds are available to construct</p> |

## CITY OF ST. PETE BEACH CRP RESPONSE TO CITY OF ST. PETE BEACH COMMENTS

August 20, 2015

| COMMUNITY REDEVELOPMENT PLAN                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Additional Revisions by TOA                                                                                                                                | Specific Revisions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 17. Add language to the latest draft of the plan relating to the surface parking vs. garage parking that we currently show in the CIP ( <i>continue</i> ). | Pg. 35<br>Strategy 8.5<br>Consider using land acquisition to develop and/or enhance public facilities within the CRA including, but not limited to park expansions, improved mobility facilities and parking facilities. For parking facilities, the Redevelopment Agency may acquire property for the development of future public parking facilities, including lots and garages. The Redevelopment Agency may choose to construct an interim surface parking lot on property acquired for a future parking garage, until such time funds are available to construct the parking garage. |
| 16. Added reference to the BCC 15 year review                                                                                                              | Chapter 7 Pg. 78                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 17. Added reference to the Comp Plan adoption effective date.                                                                                              | Chapter 7 Pg. 79                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 18. Added the Pedestrian bridge across 75 <sup>th</sup> Avenue                                                                                             | This was added to the CIP Table under the Downtown District. (pg. 71 & 72).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 19. Changed references from Police Station to City Complex throughout the document.                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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|                                                                                                                                                                                                                     | <h1 style="text-align: center;">St. Pete Beach<br/>Planning Board</h1> <p style="text-align: center;">155 Corey Avenue<br/>St. Pete Beach, FL 33706<br/>727-367-2735</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p style="text-align: center;"><b>10/20/15</b></p>                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p><b>Review of Amendments to CRA Plan</b></p> <p><b>Staff Representative</b><br/>Jennifer Bryla,<br/>Community Development</p> <p><b>Requested Motion:</b><br/>“I move to approve the CRA Plan as consistent with the City’s Comprehensive Plan and recommend approval by the City Commission.”</p> | <p style="text-align: center;"><b>ITEM SUMMARY:</b></p> <p>The attached Community Redevelopment Plan was presented to the Planning Board for review at the November 17, 2014 meeting, and deemed it consistent with the City’s Comprehensive Plan. Afterwards, city and county staff identified a number of changes to be made, which consultants at Tindale-Oliver &amp; Associates have addressed. The most significant was an update to the Capital Improvements Program (CIP) table, which outlines projects that will potentially be funded by revenues from the CRA Tax Increment Financing (TIF). The purpose of this update was to reflect current cost estimates and to add new projects that might have the opportunity of being funded by the CRA. Also, where there was a surplus of funding beforehand, there is now a deficit of funding for the life of the CRA, showing the City’s need for the funding.</p> <p>Please review the attached CRA Plan, updated CIP table, and make a recommendation to the City Commission concerning compliance with the Comprehensive Plan.</p> <p>Attachments:</p> <ul style="list-style-type: none"> <li>Community Redevelopment Area Plan</li> <li>Updated CIP Table</li> <li>List of Responses to Comments</li> </ul> |

ORDINANCE 2015-22

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF ST PETE BEACH, FLORIDA, AMENDING THE CITY OF ST PETE BEACH LAND DEVELOPMENT CODE TO ADOPT THE REGULATORY MEASURES DESIGNED TO BE CONSISTENT WITH AND IMPLEMENT THE COMPREHENSIVE PLAN AMENDMENTS CONTAINED IN ORDINANCE 2015-05 PURSUANT TO THE COMPLIANCE AGREEMENT APPROVED BY RESOLUTION 2015-02; BY AMENDING SECTION 2.1 OF DIVISION 2, DEFINITIONS, PROVIDING FOR A REVISED DEFINITION OF "HEIGHT" THAT IS COMPLIANT WITH THE COMPREHENSIVE PLAN, AMENDING SECTION 4.12 OF DIVISION 4, CONDITIONAL USE PERMITS TO ADD REVIEW CRITERIA FOR TEMPORARY LODGING USES TALLER THAN 50 FEET OR A DENSITY GREATER THAN 30 UNITS PER ACRE; AMENDING SECTION 5.1 OF DIVISION 5 TO REQUIRE A LAND SURVEY COMPLETED WITHIN THE LAST TWELVE MONTHS AS PART OF THE CONTENT OF A SITE PLAN APPLICATION; AMENDING SECTION 6.24 OF DIVISION 6, SUPPLEMENTAL REGULATIONS, PROVIDING FOR THE REQUIREMENT OF A CONDITIONAL USE PERMIT; AMENDING SECTION 29.4 OF DIVISION 29, CONCURRENCY MANAGEMENT, PROVIDING FOR AN INFRASTRUCTURE STUDY UNDER GENERAL REQUIREMENTS FOR A CERTIFICATE OF CONCURRENCY; AMENDING SECTION 35.2 OF DIVISION 35, (LR) LARGE RESORT DISTRICT RELATING TO THE DEFINITION OF LARGE-SCALE DEVELOPMENT; AMENDING SECTION 35.3, (LR) LARGE RESORT DISTRICT, ADDING TEMPORARY LODGING USE MEETING CERTAIN CONDITIONS AS A PRIMARY USE REQUIRING CONDITIONAL USE APPROVAL; AMENDING SECTION 35.7 OF DIVISION 35, (LR) LARGE RESORT DISTRICT TO DELETE PROVISIONS RELATING TO AFFORDABLE HOUSING DENSITY BONUS; AMENDING SECTION 35.8 OF DIVISION 35, (LR) LARGE RESORT DISTRICT, ADJUSTING BUILDING HEIGHT AND SETBACK REQUIREMENTS; AMENDING 36.6 OF DIVISION 36 (UBV) UPHAM BEACH VILLAGE DISTRICT, ADJUSTING MINIMUM ACREAGE REQUIREMENTS; AMENDING 39.13 OF DIVISION 35, (LR) LARGE RESORT DISTRICT TO ADD LANDSCAPE BUFFER REQUIREMENT; AMENDING SECTION 39.6 OF DIVISION 39, COMMUNITY REDEVELOPMENT DISTRICT GENERAL STANDARDS, ADDING OWNER AFFIDAVIT AND COVENENT

RECORDING REQUIREMENTS RELATIVE TO OCCUPANCY RESTRICTIONS ON TEMPORARY LODGING UNITS; AMENDING SECTION 39.9 OF DIVISION 39, COMMUNITY REDEVELOPMENT DISTRICT GENERAL STANDARDS, DELETING IMPACT FEE CREDITS FOR GREEN STANDARDS AND IMPROVEMENTS; AMENDING SECTION 39.17 OF DIVISION 39, COMMUNITY REDEVELOPMENT DISTRICT GENERAL STANDARDS, PROVIDING FOR PUBLIC COMMENT AND RECORDING AT A COMMUNITY MEETING; SECTION 39.18 OF DIVISION 39, CREATING WITHIN THE COMMUNITY REDEVELOPMENT DISTRICT GENERAL RESIDENTIAL UNIT "RU" DENSITY POOL RESERVE; PROVIDING FOR PUBLICATION IN ACCORDANCE WITH THE REQUIREMENTS OF LAW; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 163.3202, Florida Statutes, requires each local government in the State of Florida to adopt or amend and enforce land development code regulations that are consistent with and implement the adopted Comprehensive Plan; and

WHEREAS, the City Commission adopted Ordinance No. 2015-05 amending the Comprehensive Plan pursuant to a Compliance Agreement approved by Resolution 2015-02 resolving Division of Administrative Hearings Case No. 13-003401-GM; and

WHEREAS, amendments to the Land Development Code are necessary to provide for consistency with the remedial amendments made to the Comprehensive Plan pursuant to the Compliance Agreement.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF ST PETE BEACH, FLORIDA, IN SESSION DULY AND REGULARLY ASSEMBLED THAT:

**SECTION 1.** Section 2.1 of Division 2, Words, terms and phrases defined, of the City of St. Pete Beach Land Development Code is hereby amended to provide as follows:

**Sec. 2.1. – Words, terms and phrases defined.**

*Height* means the vertical distance above the ~~required-base~~ flood elevation to the highest point of a flat roof, to the deck of a mansard roof or to the average height between the plate and the ridge of gable or hip roofs, not including chimneys, antennas, elevator shafts, mechanical rooms or other non-habitable areas.

**SECTION 2.** Section 4.12 of Division 4, Conditional Use Permits, of the City of St. Pete Beach Land Development Code is hereby amended to provide as follows:

**Sec. 4.12. - Criteria for review of conditional use applications.**

- (a) Conditional use applications within the community redevelopment district shall be evaluated upon the extent to which the applicant can demonstrate that the following issues are addressed in a manner consistent with the policies established in the community redevelopment plan for the district and that no unreasonable or disproportionately negative impacts are imposed upon adjacent or nearby properties:
- (1) Utility infrastructure, including sanitary sewer, reclaimed water, potable water electric and natural gas services, and data transmission and telecommunications services;
  - (2) Transportation infrastructure, including ingress and egress from public rights-of-way, traffic control devices and signalization, internal vehicle circulation of the site, design and function of parking areas, loading and unloading areas, pedestrian transit infrastructure and amenities, and public sidewalks and roadways;
  - (3) Hydrological features and storm water management infrastructure;
  - (4) Aesthetic and architectural features of the development, including site layout, physical dimensions of structures such as height and massing, design and appearance of building facades, exterior building materials, advertising and directional signage and the provision and maintenance of Gulf and Bay views and vistas;
  - (5) Site landscaping, open space provision and impervious surface limitations;
  - (6) Operational and functional requirements of facilities, including hours of operation, provision of required services or amenities, lighting requirements, noise abatement requirements, residency limitations and facilities maintenance;
  - (7) Fire suppression and facility security; ~~and~~
  - (8) Emergency management and hurricane evacuation provisions; ~~and~~
  - (9) For temporary lodging uses taller than 50 feet in height or a density greater than 30 units per acre, the following additional issues shall be considered:
    - a. The amount of separation provided between the proposed temporary lodging use and any existing buildings on adjoining properties and resulting impact on sunlight and views; and
    - b. The proximity of any adjacent residential building to the Florida Coastal Construction Control Line and the degree to which the proposed temporary lodging use and/or any accessory use or structure maintains an open view of the waterfront from neighboring properties.
- (b) Any of the foregoing elements may be omitted from the conditional use application upon agreement of the city commission.
- (c) Content additional to the foregoing may be included in the application, so long as such content is consistent with the applicable requirements of this Code.



**SECTION 3.** Section 5.1 of Division 5, Site Plan Approval Procedures, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

**Sec. 5.1. - Site plan review.**

An application for a development permit requesting approval of a site development plan shall be reviewed and approved, approved with conditions, or denied by the city manager. The purpose of a site plan review is to ensure that development will be carried out in compliance with the City Code of Ordinances and any other federal, state and county regulations. In addition, a site plan describing and portraying both existing and proposed conditions of the development is required in order that the approving authority can make an informed decision.

- (1) *Exemption.* No site plan shall be required for work for the maintenance or alteration that does not alter the location or gross square footage of any structure, or alter any required parking area of the site, or if the work affects only the interior of the structure or the exterior color or decoration of the structure.
- (a) *Initiation.* An application for site plan review shall only be submitted by the owner, or by other persons having a contractual interest in the land, or their authorized agents.
- (b) *Contents of application.* The application shall be in a form established by the city manager and provided for public review. The materials required as part of the application are necessary to provide the city with sufficient information to ensure compliance with this section and the requirements of the land development code. Such materials may include, but are not limited to, the following information:
  - (1) The name, address, and telephone number of the owner of record of the land proposed for development.
  - (2) The name, address, and telephone number of the developer, if different from the owner.
  - (3) The name, address, and telephone number of the agent for the application, if applicable.
  - (4) The name, address, and telephone number of all land use, environmental and engineering professionals that assisted in the preparation of the application.
  - (5) The street address and legal description of the land on which the development is proposed to occur, with attached copies of any legal instruments referenced, such as, but not limited to, deeds, plats, easements, covenants, and restrictions.
  - (6) A reference to the zoning district designation and the future land use map designation in the comprehensive plan for the land proposed for development.
  - (7) Identification of all existing rights-of-way, water courses, floodplains, wetlands, and other environmentally sensitive areas on or within 200 feet of the land subject to the development plan.

- (8) Topography of the site in specified contour intervals.
- (9) A title block denoting the type of application, tax map sheet, lot, block and subdivision name (if applicable).
- (10) A location map of the land with reference to surrounding lands, subdivisions, streets, and municipal boundaries.
- (11) A boundary survey of the land subject to the development plan prepared by a registered land surveyor, showing the location and material of all permanent reference monuments and benchmarks, a metes and bounds description listing dimensions, bearings, curve data, length of tangents, radii, and central angles of all centerline curves of streets, and the size of the land in acres to the nearest tenth of an acre, or in square feet and an ALTA/ACSM land title survey of the property subject to the development plan completed within the last twelve (12) months.
- (12) A site plan, with north arrow and scale, identifying:
  - a. The proposed land uses, densities, and intensities of use;
  - b. The location of proposed structures, and any existing structures proposed to be retained, showing size, and setbacks;
  - c. Common areas;
  - d. Recreational facilities;
  - e. Ingress and egress to the development, and the internal traffic circulation system and identification of street names;
  - f. Utility location;
  - g. Easements;
  - h. Off-street parking and loading facilities;
  - i. Landscaping and buffering; and
  - j. Signage.
- (13) If applicable, the preliminary subdivision plat, which includes the subdivision name in bold legible letters under which the location of the plat by government survey lot, section, township, and range shall appear.
- (14) Location and area of all property to be dedicated for public use or reserved by deed or covenant for use by all land owners in the development of a statement of the conditions of such dedication or reservation.
- (15) A schedule showing the lot area, width, depth, dimensional standards, building coverage, landscaping and parking of the development plan, and how they comply with the requirements of the Land Development Code.
- (16) A traffic study prepared by a professional transportation planner or engineer, if required. The necessity for a traffic study shall be determined by an adopted

administrative policy assessing the significance of the anticipated impact of the project upon traffic volume, intersection signalization, turning movements, internal vehicle circulation, pedestrian movement, or other significant traffic concerns.

- (17) Proposed utility infrastructure plans, including sanitary sewer, potable water, a stormwater management plan with supporting data and an electric plan with accurate indication of locations of points of connection to public systems.
- (18) Spot and finished elevations at all property corners, corners of all structures or dwellings, existing and proposed first floor elevations, and appropriate locations in and around vehicle use areas.
- (19) Site utility and construction details, including a cross-connection control plan.
- (20) Roadway and paving cross-sections and profiles.
- (21) Lighting plan and details.
- (22) Landscape plan and details.
- (23) Provisions for solid waste management.
- (24) Plans for signs, if any.
- (25) Sight triangles at the intersections of roadways and curb cuts with roadways.
- (26) Vehicular and pedestrian circulation patterns.
- (27) Off-street parking and loading plans showing spaces, size and type, aisle widths, curb cuts, drives, driveways, and all ingress and egress areas and dimensions.
- (28) Preliminary architectural plans and elevations.
- (29) Demonstration of compliance with concurrency requirements.
- (c) *Determination of sufficiency.* The city manager shall determine if the application is sufficient within ten days of its receipt.
  - (1) If the city manager determines the application is not sufficient, a written notice shall be provided to the applicant specifying the application's deficiencies. No further action shall be taken on the application until the deficiencies are remedied.
  - (2) When the application is determined sufficient, the city manager shall notify the applicant, in writing, of the application's sufficiency and that the application is ready for review pursuant to the procedures and standards of this section.
- (d) *Review and decision.* Within 30 days of the application being determined sufficient, the city manager shall review the application, and prepare a staff report on whether the application complies with administrative standards, the requirements of this section and other applicable requirements of the City Code of Ordinances. The city manager shall inform the applicant of the application's approval, approval with conditions, or disapproval. Upon approval of the site plan, the city manager shall issue a development order for the project.

- (e) *Appeal.* An applicant may appeal a decision of the city manager on a site development plan review by filing an appeal with the city manager within ten days of the decision. A hearing officer designated by the city commission shall hear the appeal within 30 days of its filing, and consider only the record before the city manager at the time of the decision. The hearing officer shall reverse the decision of the city manager only if there is substantial and compelling evidence in the record that the application complies with the standards of this section.
- (f) *Minor revisions to site plan.* Any request for modification to an approved site plan shall be subject to review and approval in the same manner as a new application, except that the city manager may approve minor modifications, provided that the basic purpose and intent of the ordinances of the city are met. A minor revision is one which:
- (1) Does not alter the location of any points of access to the site;
  - (2) Does not change the use of the property;
  - (3) Does not increase the density or intensity of the development to occur on the property;
  - (4) Does not result in a reduction or change of open space, setback or previously required landscaping;
  - (5) Is consistent with the general intent and purpose of these regulations and does not have any effect whatsoever on the initial determination of consistency of the site plan with the comprehensive plan;
  - (6) Does not result in a substantial change to the location of a structure previously approved or add structures to the site;
  - (7) Does not result in a material modification or the cancellation of any condition placed upon the site plan as originally approved;
  - (8) Does not change the internal or external traffic pattern;
  - (9) Does not alter the land area of the site;
  - (10) Does not increase the impervious area of the site; and
  - (11) Does not increase the height of the building(s).
- (g) *Amendments to the site development plan.* A development plan may be amended only pursuant to the procedures established for its original approval, or as are otherwise set forth in this section.

**SECTION 4.** Section 6.24 of Division 6, Supplemental Regulations, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 6.24. - Outdoor dining and outdoor drinking areas.

A full or limited service restaurant may establish an outdoor dining area and a bar/lounge may establish an outdoor drinking area pursuant to the requirements of this Section and as

outlined within each zoning district. If an outdoor drinking and/or dining area is required to obtain conditional use approval it shall be ~~and upon the issuance of a conditional use permit~~ pursuant to the review and approval procedures provided under Division 4 of this Code. If public consumption of alcohol is proposed to occur on any public street, sidewalk or private sand beach area in connection with the outdoor dining or outdoor drinking area, approval by the City Commission is required pursuant to Chapter 6 of the City Code of Ordinances.

**SECTION 5** Section 29.4 of Division 29, Concurrency Management, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

**Sec. 29.4. - General requirements.**

- (a) A certificate of concurrency shall be required prior to the issuance of any development permit for a non-exempt development project. The City of St. Pete Beach shall not issue any development order (excluding future land use or zoning map amendments) or building permit for any project that results in a reduction of the level of service requirements established and adopted in the City of St. Pete Beach Comprehensive Plan. An applicant must prepare and complete an application for a certificate of concurrency including an infrastructure study as determined to be necessary by the Technical Review Committee. If a development will require more than one development permit, the issuance of a certificate of concurrency shall occur prior to the issuance of the initial permit. Upon request by applicants, a preliminary concurrency review shall be performed and a conditional certificate of concurrency may be issued. This conditional certificate shall not be binding upon the city and shall only be effective for the year in which the annual concurrency monitoring report was issued. Only those certificates of concurrency issued for development permits shall be binding. Applicants may be charged a fee established by the city commission for certificates of concurrency.
- (1) Application for development. The property owner, or authorized representative, must provide a complete application for development containing the required documentation for the specific development order or permit. ~~The city manager~~ Technical Review Committee shall then review the application for completeness in a timely manner to ensure that the required information is sufficient to accept the application and continue its review.
  - (2) Development review. When the application for development has been accepted, it shall be processed and reviewed for impacts of the development on the public facilities and services identified in this division.
  - (3) Concurrency review. The concurrency review shall compare the available and reserved capacity of the facility or service to the demand projected for the proposed development. The available capacity shall be determined by adding the total of the existing excess capacity and the total future capacity of any proposed construction or

expansion that meets the requirements of section 29.6. The levels of service of all facilities and services must be sufficient before a development permit can be issued.

- a. Traffic restriction and traffic concern areas. Traffic restriction and concern areas shall be designated on an annual basis at the time the annual concurrency monitoring report is issued. These areas will be designated based on the criteria defined in section 29.2. Applications for development permits within these areas may require detailed traffic studies.
  1. If the development is found to be in a traffic restriction area, a traffic study shall be required. If the traffic study indicates that the affected roadway is not significantly degraded, the project will be found concurrent for traffic.
  2. If the development is found to be in a traffic concern area, a traffic study may be required. If the traffic study indicates that the affected roadway LOS may be lowered below the adopted LOS, the project will be found concurrent for traffic only if provisions and measures are attached as conditions to prevent the reduction of the LOS.
  3. If the development is found to be in a traffic restriction or traffic concern area and the traffic study indicates that the affected roadway is significantly degraded, the project will be found concurrent for traffic only if provisions and measures are attached as conditions to prevent the significant degradation of the affected roadway.
  4. If the development is not found to be in a traffic restriction or traffic concern area but the estimated traffic volumes resulting from the development degrade the peak hour LOS below the adopted LOS standard, the project will be found concurrent for traffic only if mitigation provisions are attached as conditions to prevent the degradation of the affected roadway below the adopted LOS standard.

(4) Certificate of concurrency.

- a. The certificate of concurrency shall indicate the date of issuance and shall automatically expire simultaneously with the expiration of the development permit to which it applies. In the event that a time extension is requested prior to the expiration of the development permit, then the accompanying certificate of concurrency may be renewed upon determination by the ~~city manager~~ Technical Review Committee that the conditions of concurrency will still be met.
- b. Any development order or permit that is issued within the effective period of a validly issued certificate of concurrency shall be vested for the purposes of concurrency until the expiration of that development order or permit, provided that development commences within the validity period of the development order or permit and continues in good faith.

(5) Development order or development permit compliance.

- a. Any development orders and development permits approved and issued after the effective date of this division shall be based upon and in compliance with the certificate of concurrency issued for that application.
- (b) The burden of showing compliance with the adopted levels of service and meeting the concurrency evaluation shall be upon the applicant. ~~The city manager may require whatever documentation is necessary to make a determination.~~ For non-exempt development orders or projects, the applicant shall prepare and submit an infrastructure study that determines the extent of any degradation of the infrastructure below the adopted levels of service unless determined unnecessary by the City's Technical Review Committee based on an evaluation of potential impact relative to the nature, size, type, and location of the proposed development project or land use amendment application. Mitigation fees and/or physical or operational improvements determined to be reasonably required in proportion to the impacts caused by the increased density and/or intensity of new development in consideration of the long-term concurrency management plan of the local government who owns and operates the facility or system, shall be stipulated as conditions of approval as part of the development order. The Technical Review Committee shall document its findings pertaining to its review.

**SECTION 6.** Section 35.2 of Division 35, (LR) Large Resort District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

**Sec. 35.2. - Definitions.**

The following terms are defined and shall apply to development and redevelopment within the Large Resort District only:

- (a) *Large-scale development.* Shall mean development or redevelopment of a buildable site that:
  - (1) Is three acres in size or greater; and
  - ~~(2) New construction exceeds 67 percent of the combined aggregate floor area of new and existing principal buildings, structured parking and accessory structures that constitute the entire unified development scheme on the buildable site.~~
  - (3) Large scale development may also include secondary commercial uses pursuant to section 35.3
- (b) Small-scale development shall mean all other developments that fall below the thresholds of Large-scale development.

**SECTION 7.** Section 35.3 of Division 35, (LR) Large Resort District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

**Sec. 35.3. - Permitted principal and secondary uses and structures.**



Subject to the provisions or restrictions contained in this section and elsewhere in this Code, permitted uses and structures in the LR District are as follows:

(a) *Primary uses.*

- (1) Temporary lodging uses, including hotels, motels, resort condominium hotels 50 feet or less in building height or a density of 30 temporary lodging units per acre or lower;
- (2) Multi-family residential.

(b) Primary uses requiring conditional use approval. Subject to the provisions or restrictions contained in this section and elsewhere in this Code, allowable primary uses requiring conditional use approval in the LR District are as follows.

- (1) Temporary lodging uses, including hotels, motels, resort condominium hotels greater than 50 feet in building height or a density above 30 temporary lodging units per acre.

(~~b~~c) *Secondary uses.* Secondary commercial uses may be developed as an additional nonresidential use bonus floor area that is not located within the principal building, provided that the secondary commercial development is constructed with a minimum of 200 temporary lodging units. Secondary commercial uses located within one-hundred and fifty (150) feet of the westerly right-of-way line of Gulf Boulevard may be under separate ownership from the primary use when approved by the City as part of an overall site plan incorporating the primary and secondary uses as an integrated project. Secondary commercial uses include:

- (1) Retail;
- (2) Eating and drinking establishments, full-service restaurant, limited-service restaurant, bar/lounge, subject to Sec. 6.24 of this Code as may be applicable;
- (3) Indoor commercial entertainment facilities;
- (4) Vehicles for hire.

(~~c~~d) *Secondary uses requiring conditional use approval.* Subject to the provisions or restrictions contained in this section and elsewhere in this Code, allowable secondary uses requiring conditional use approval in the LR District are as follows.

- (1) Commercial kitchen;
- (2) Commercial parking structure
- (3) Eating and drinking establishment – take-out restaurant only.
- (4) Off premise parking lot and/or structure

**SECTION 8.** Section 35.7 of Division 35, (LR) Large Resort District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

**Sec. 35.7. - Density and intensity.**

- (a) *Density limitations on temporary lodging uses mixed with residential uses.* Residential and temporary lodging units are permitted to be developed as separate buildings within the same development site or combined within one building, provided that a minimum of 200 temporary lodging units shall be constructed on the development site subject to the height limitations provided in section 35.8. Density shall be calculated based upon the pro rata acreage allocated to each land use. Temporary lodging units existing, or approved to be developed or redeveloped in the LR District shall be prohibited from converting to residential dwelling units that exceed the density limitation of 15 residential dwelling units per acre based on the pro-rata acreage.
- (b) *Density limitations on temporary lodging lockout units.* For the purposes of this division, lockout temporary lodging units shall count against specified density limitations. A lockout unit shall be defined as a room or rooms with sanitary facilities, with or without cooking facilities, which is attached and has access to a temporary lodging unit by means of a door or doors that are lockable from within the lockout unit, and that has a separate lockable access to the public areas or corridors. A lockout unit is capable of being functionally separated from the temporary lodging unit to which it is attached and rented as a separate room.
- (c) *Density.*
  - (1) Existing and/or small scale development, as defined in section 35.2 above, shall not exceed the following density:
    - a. 50 temporary lodging accommodation units per acre; or
    - b. 15 residential units per acre.
  - (2) Large-scale development as defined in section 35.2 above shall not exceed the following density:
    - a. 75 temporary lodging units per acre ~~excluding any affordable housing bonus that may be approved pursuant to [section] 35.7(b)(3) below;~~ or
    - b. 15 residential units per acre; or
    - c. A combination of residential and temporary lodging units which shall be prorated on an acreage basis allocated to each use, provided that a minimum of 200 temporary lodging units will be constructed on the development site.
  - ~~(3) Affordable housing density bonus. An affordable housing density bonus shall be permitted for large scale temporary lodging use as follows:~~

- ~~a. A temporary lodging unit density bonus shall be permitted up to, but shall not exceed an additional five bonus units per acre for every one affordable unit provided.~~
- ~~b. Any on-site affordable workforce units shall be prohibited from being advertised or otherwise used for guest temporary lodging or home occupational licensing purposes and shall be exclusively used for providing affordable on-site living accommodations for employees eligible for low income or very low income status as defined by the applicable county and city rules and guidelines;~~
- ~~c. A legally enforceable restrictive covenant in a form and content acceptable to the City shall be required as a condition of site plan approval and recorded in the public records of Pinellas County.~~

(d) *Intensity.*

- (1) Existing and small scale development. Floor area ratio shall not exceed 1.8
- (2) Large-scale development floor area ratio shall not exceed 2.6.
- (3) Secondary commercial as part of a large scale development: Secondary commercial uses permitted in section 35.3(b) shall not exceed an additional floor area ratio of 0.15 of the buildings site.
- (4) On-site parking structures are exempt from the floor area ratio limits.

**SECTION 9.** Section 35.8 of Division 35, (LR) Large Resort District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

**Sec. 35.8. - Building height.**

- (a) *Restrictions and limitations.* The maximum height for each use within the LR District shall not exceed:
  - (1) Residential use only or any temporary lodging use mixed with residential in the same building. Building height shall not exceed 50 feet above base flood elevation.
  - (2) ~~Mixed temporary lodging/residential uses in same building. Building height shall not exceed 50 feet regardless of development site size for any building containing temporary lodging units and residential units. Any temporary lodging or commercial use building located within 200 feet of a property occupied by an existing residential use located outside the Community Redevelopment District. Building height shall not exceed 50 feet above base flood elevation or the height of the adjacent residential building located outside the Large Resort District, whichever is greater.~~
  - (3) Temporary lodging use only. Building height shall not exceed 116 feet above base flood elevation not including any decorative features or rooftop amenities extending twelve feet or less in height above the roofline.

- ~~a. Development of a temporary lodging use that does not exceed 50 units per acre shall not exceed 100 feet.~~
  - ~~b. Large scale development of a temporary lodging use that exceeds 50 units per acre shall not exceed 146 feet.~~
- (4) *Secondary bonus commercial uses.* Buildings containing the secondary commercial uses described in section 35.3(b) shall not exceed a maximum height of 28 feet.

**SECTION 10.** Section 35.9 of Division 35, (LR) Large Resort District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

**Sec. 35.9. - Setbacks.**

- (a) Any conforming use or structure built prior to the adoption of these regulations is exempt from the setback requirements of [section] 35.9. Additions to existing structures and all new construction shall comply with the required setbacks below:
- (1) *Front Yard.* The minimum front yard setback for buildings 50 feet in height or lower shall be 25 feet. The minimum front yard setback for that portion of a building rising above 50 feet in height shall be equal to the height of the building. The City Commission, through the conditional use process, may reduce the required front yard setback to provide for increased compatibility with adjoining properties.
- ~~a. Large scale development.~~ The setback for any building, excluding any secondary small scale bonus commercial uses facing and adjacent to the Gulf Boulevard right of way and parking structures located behind secondary commercial uses, shall be a minimum of 100 feet or one third of the average depth of buildable site, measured from the front property line to the Florida Coastal Construction Control Line, as may be amended from time to time, whichever is less. However, in no event shall the front setback from Gulf Boulevard be less than 75 feet.
  - ~~b. Small Scale development.~~ All small scale development as defined in section 35.2(b) shall provide a minimum setback of 75 feet, or one quarter of the average depth of the buildable site, measured from the front property line to the Florida Coastal Construction Control Line, as may be amended from time to time, whichever is less. However, in no event shall the front setback be less than 60 feet.
  - ~~c. Secondary bonus commercial.~~ Any building containing small scale bonus commercial uses shall be setback 20 feet from Gulf Boulevard right of way. Main building entrances shall be visible and directly accessible by the pedestrian from Gulf Boulevard and shall have a street level storefront character in compliance with the General Redevelopment design standards contained in Division 39. Parking shall not be placed within the front yard setback or in front of the secondary commercial use.

- d. ~~Parking structures located behind secondary retail uses are exempt from the setbacks in [section] 35.9 (a)(1)a.~~
- (2) ~~Side yards for large and small scale development.~~ Large and small scale development shall provide a combined minimum side yard setback equal to at least 30 percent of the lot width, with a minimum of 20 feet on one side, not to exceed 60 feet combined for both side setbacks.
- (3) ~~Side yards for secondary bonus commercial uses.~~ Secondary bonus commercial uses shall have a minimum 15 foot side yard setback. The minimum side yard setback shall equal ten (10) percent of the lot width of the subject property, or thirty (30) feet on one side, whichever is less, not to exceed sixty (60) feet combined for both setbacks. Provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum side yard setback shall equal twenty (20) percent of the lot width of the subject property or 60 feet, whichever is less, provided that in no event shall the setback be less than 30 feet, for that side yard abutting the existing residential use. The City Commission may increase the minimum side yard setback for that portion of a proposed building rising above 50 feet in height when determined to be in the public interest upon evaluating a conditional use permit request.
- (4) ~~Rear yards.~~ The rear yard setback for all development abutting the Gulf beaches shall be the Florida Coastal Construction Control Line. ~~Buildable sites that do not abut the Gulf beaches shall provide a minimum rear setback of 20 feet. For non-waterfront parcels, the minimum rear yard setback shall be 20 feet. For waterfront parcels, the minimum rear yard setback shall be the Florida Coastal Construction Control Line, provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum rear yard setback as follows:~~
- (a). 50 feet landward of the Florida Coastal Construction Control Line or in alignment with the existing rear yard setback of the adjacent residential use, whichever is less, for buildings 50 feet in height or lower.
- (b). 50 feet landward of the Florida Coastal Construction Control Line plus an additional one-half foot of rear yard setback for every one-foot in building height for that portion of the building above 50 feet.
- (5) ~~Secondary front yards.~~ All development that has parcel boundaries abutting a side street shall provide a minimum secondary front yard setback of 30 feet.

**SECTION 11.** Section 35.13 of Division 35, (LR) Large Resort District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

**Sec. 35.13. - Landscaping.**

Shall be in accordance with the requirements of Division 22 of the Land Development Code, Landscaping and Tree Protection. In cases where new construction of a temporary lodging or commercial use exceeds 50 feet in building height or adjoins an existing residential property located outside the Large Resort District, the applicant shall provide a minimum 30 foot wide landscape buffer along the entire length of a required side yard with the specific landscape plan to be reviewed and approved as part of the conditional use permitting process. The landscape buffer may contain any required public access to the beach, but no accessory uses. New construction of a temporary lodging or commercial use adjoining an existing residential property located outside the Large Resort District shall include the same buffer for rear yard along the adjoining residential property line, if applicable. The City Commission may reduce the width of the required buffer by up to 50 percent based upon its design and compatibility review of the project and any superior alternatives presented unless it adjoins an existing residential use located outside the Large Resort District, in which case there shall be no reduction to the required buffer width.

**SECTION 12.** Section 36.6 of Division 36, (UBV) Upham Beach village District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

**Sec. 36.6.Density and Intensity**

b) Multi Family Residential:

- (1) 18 dwelling units per acre for multi-family residential use on a minimum  $\frac{1}{2}$   $\frac{1}{3}$  acre buildable site; or

**SECTION 13.** Section 39.6 of Division 39, Community Redevelopment District General Standards, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

**Sec. 39.6. - Temporary lodging use operational and occupancy restrictions, limitations and prohibitions.**

To ensure that temporary lodging use development authorized and approved within the Community Redevelopment District are built, function, operate, and are occupied exclusively as temporary lodging and adhere to mandatory closure and evacuation procedures, the following restrictions shall apply to temporary lodging use:

- (a) No temporary lodging unit shall be occupied as a permanent residential dwelling unit.
- (b) All temporary lodging units must be offered, advertised and occupied on a temporary basis for 30 consecutive days or less for temporary lodging guests and no more than 30 days cumulatively on an annual basis for a resort condominium unit owner to ensure

that any temporary lodging use does not function as a permanent residential use. The thirty days is measured beginning on the first day of any occupancy until 365 days from that date. The City may require affidavits of compliance with this requirement from each temporary lodging use and/or unit owner. Seller of temporary lodging unit shall be responsible for advising the purchaser of this requirement. Any seller of a resort condominium project or temporary lodging unit shall record a covenant in the public records of Pinellas County, Florida, agreeing to said restriction prior to conveyance.

- (c) Temporary lodging units shall not qualify or be used for homesteading purposes or home occupational licensing.
- (d) All temporary lodging units must be included in the inventory of units that are available within a temporary lodging use.
- (e) Conversion of a temporary lodging unit to permanent residential unit shall be prohibited unless the conversion is in compliance with the density and intensity standards and regulations applicable to the property and all other required city approvals are obtained prior to the conversion and provided said conversion does not violate any other legally enforceable agreement or restriction, law or local ordinance prohibiting such conversion.
- (f) A temporary lodging use may include accessory uses, such as recreational facilities, restaurants, bars, personal service uses, retail uses, meeting space, fitness centers, spa facilities, parking structures, affordable housing or other workforce living accommodations, and other uses commonly associated with temporary lodging uses.
- (g) Proper licensing, including occupational licensing, by the state, county and local government and agencies, shall be required of all temporary lodging uses through all applicable agencies that license hotels and motels prior to any certificate of occupancy being issued. All licenses must be kept current.
- (h) Temporary lodging uses shall be subject to all applicable tourist development tax collections.
- (i) All temporary lodging uses shall include a reservation system and a lobby/front desk area that is necessary to operate the temporary lodging facility and service its guests.
- (j) Temporary lodging uses must have sufficient signage viewable by the public designating the use as a temporary lodging use that also complies with local codes.
- (k) The applicable local government may require affidavits of compliance with this section that includes reasonable supporting documentation that does not violate privacy laws for each temporary lodging use, guests and/or unit owners.
- (l) All temporary lodging uses shall comply with all county and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents. The restrictions and procedures



contained within the hurricane closure and evacuation plan shall apply to all on-site workforce living accommodations, as applicable.

- (m) The restrictions set forth above shall be made a condition of site plan approval.
- (n) The restrictions set forth in subsections (a), (b), and (d) relating to prohibitions on conversion or use of a temporary lodging unit as a permanent residential dwelling shall be contained in a covenant or other legally enforceable recordable instrument that shall be approved as to content, form and legality by the city and shall be recorded in the public records of Pinellas County at the time of building permit approval.
- (o) All large scale development and redevelopment projects approved under Scenario 2 as defined under Permitted Uses & Standards for this Large Resort character district category may be required to provide an easement to the City for unimproved public access landward of the mean high water line to provide a continuous, uninterrupted pedestrian beach system along the Gulf of Mexico prior to a building permit being issued.

**SECTION 14.** Section 39.9 of Division 39, Community Redevelopment District General Standards, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

**Sec. 39.9. - Energy and environmental design—New construction and major renovation.**

- (a) All development and redevelopment projects in the Community Redevelopment District shall be required to obtain certification for at least two of the eight standards listed below, as appropriate and applicable to the type of construction:
  - 1. Certification by the Florida Green Building Coalition provided the site consists of more than one building and will meet the qualifications of a development. For more information go to [www.floridagreenbuilding.org](http://www.floridagreenbuilding.org).
  - 2. Certification by the U.S. Green Building Council, LEED-NC (Leadership in Energy and Environmental Design — New Construction), Green Building Rating System for New Construction and Major Renovation. For more information go to [www.leedbuilding.org](http://www.leedbuilding.org).
  - 3. Certification by the Florida Green Building Coalition — High Rise Residential Standard for all new residential construction exceeding three stories in height.
  - 4. Certification by the Florida Green Building Coalition — Residential Standard Certification for all new residential construction three stories or less in height.
  - 5. Certification by the U.S. Green Building Council, LEED-hotels and Green Building Rating System for all new temporary lodging use construction.
  - 6. Certification by the U.S. Green Building Council, LEED-EB (Leadership in Energy and Environmental Design — Existing Buildings), or Green Building Rating System for

Existing Buildings for existing buildings that are located on a buildable site that is partially being redeveloped. For more information go to [www.usgbc.org](http://www.usgbc.org).

7. Certification by the U.S. Green Building Council, LEED-CS (Leadership in Energy and Environmental Design — Commercial Interiors), Green Building Rating System for Commercial Interiors for commercial interior space. For more information go to [www.usgbc.org](http://www.usgbc.org).
  8. Designated by the Florida Department of Environmental Protection as a Florida Green Lodge for all temporary lodging construction that is existing, new or undergoes a major renovation. For more information, go to <http://www.dep.state.fl.us/greenlodging/>.
- ~~(b) Any new or partial redevelopment project that is subject to payment of community improvement impact fees pursuant to division 41 of this Code shall be eligible for and receive a credit against those impact fees owed in accordance with the rating and scoring system for credits established as part of the community improvement impact fee ordinance. Such impact fees, the types of green standards and green improvements eligible for credits and the amount or percent of such credits shall be established in accordance with the principles and parameters established in Goal 1 and Section (j)3 of the Community Redevelopment District General Redevelopment Guidelines, Standards and Initiatives contained in the Future Land Use Element of the Comprehensive Plan.~~

**SECTION 15.** Section 39.17 of Division 39, Community Redevelopment District General Standards, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

**Sec. 39.17. - Community involvement.**

- (a) *Community meeting.* Applicant shall have a minimum of one community meeting at least 30 days prior to submitting its application for administrative approval of a development or redevelopment site plan proposed to be built within the Community Redevelopment District. Single-family home, duplex construction or any development on buildable site that is less than one-half acre in size are exempt from this meeting requirement.
- (b) *Notice requirements.* The following are the notice requirements for all development projects within the Community Redevelopment District except single-family home, duplex construction or any development on a buildable site that is less than one-half acre in size. Proof of publication shall be provided to the city clerk prior to the community meeting.
  - (1) Notice of the community meeting shall be published in a local newspaper at least seven days and no more than 21 days prior to the community meeting for all development within the community redevelopment district.

- (2) Additionally, the applicant, at its sole expense, shall be required to mail notices of the community meeting via first class U.S. mail to each property owner at the last known mailing address registered with the county property appraiser's office and each association registered with the city clerk as follows:
  - (i) Within a one mile radius of any property boundary of the subject property for any development on a buildable site of three acres in size or greater; or
  - (ii) Within a one-half mile radius for any development on buildable site greater than one acre in size but less than three acres; or
  - (iii) Within 1,000 feet for any development on a buildable site one-half acre in size or greater but less than one acre.
- (3) Notice shall be mailed no later than 15 days and no earlier than 30 days prior to the meeting date. Notice shall state the date, time, location and purpose of the meeting and shall include the physical address and parcel identification numbers that will be the subject of the application. The notice shall include an eight and one-half × 11 copy of the proposed site plan.
- (4) Within three business days of mailing said notice, applicant shall file with the city clerk a copy of the notice including the reduced size site plan and two full size copies of the site plan. The city clerk shall file one full-size copy in the official public record files and maintain one copy for public inspection. The applicant shall provide the city clerk an affidavit of mailing signed by the applicant or authorized agent for the applicant attaching a copy of the mailing list, certifying the date notice was mailed, the contents of the notice and the mailing list as being current and in compliance with the requirements in this section.
- (5) Any defects or deficiencies in these notice requirements shall be identified by the city clerk and the city clerk shall notify the applicant in writing of any defects or deficiencies identified within five business days of the clerk's receipt of the notice affidavit. The applicant shall have three business days to cure said defects or deficiencies and notify the city clerk with evidence of such cure. In the event applicant fails to timely cure any such defects or deficiencies, the applicant shall be required to provide notice in accordance with the requirements in this section as if the first notice was never mailed.
- (6) The property which is the subject of the application shall also be posted with a notice of the community meeting at least 15 days prior to the date of the meeting and said notice shall remain posted up to and including the community meeting date and time. The applicant shall provide proof of posting to the city clerk by affidavit attaching a photo of the posted sign and an affidavit of compliance certifying the date of posting.
- (7) Upon receipt of said notice, the city clerk shall be responsible for posting said notice of the community meeting on Channel 15 up to and including the date and time of the meeting.

- (i) *Purpose.* The purpose of the community meeting shall be to present the development project site plan to interested city residents and business owners, answer questions and solicit comments. All attendees shall be given at least three minutes to comment or ask questions on the subject matter under consideration. The public shall be allowed to take notes and video record the community meeting. At least one city staff person from the community development services department shall attend the community meeting.
- (ii) *Citizen comments.* A sign-in sheet and comment cards shall be provided to all attendees and one copy shall be provided to the city clerk and one copy shall be provided to the director of community development no later within three business days after of the community meeting. The city shall consider the written comments submitted by attendees during its a administrative site plan review process, and may implement such public comment as appropriate that are consistent with and not contrary to law and local land development regulations, and are in the best interests of the public health, safety and welfare of the community.

**SECTION 16.** Section 39.18 of Division 39, Community Redevelopment District General Standards, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

**Sec. 39.18. – General Residential Unit "RU" Density Pool Reserve.**

The residential density pool is established for the entire Community Redevelopment District by reducing the previously allowed maximum residential density of 18 dwelling units per acre in the Large Resort character district by three dwelling units per acre to a maximum of 15 dwelling units per acre over the entire 65.16 acres. The total residential density reduction in the Large Resort district equals 195 residential dwelling units. These 195 residential dwelling units shall automatically become available as a residential density reserve for any property located within the boundaries of the Community Redevelopment District that permits residential use without further need to amend the Future Land Use Plan and Map through the conditional use process in conjunction with a unified site plan. Residential units will be available on a first come first serve basis.

**SECTION 17.** This Ordinance shall be published in accordance with the requirements of law.

**SECTION 18.** This Ordinance shall become effective immediately upon final passage and adoption.

PASSED ON FIRST READING \_\_\_\_\_, a.d. 2015

PASSED ON SECOND AND FINAL READING \_\_\_\_\_, a.d. 2015

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Maria Lowe, MAYOR

FIRST READING: \_\_\_\_\_

PUBLISHED: \_\_\_\_\_

SECOND READING: \_\_\_\_\_

PUBLISHED: \_\_\_\_\_

DRAFT

I, Rebecca C. Haynes, City Clerk of the City of St. Pete Beach, Florida, do hereby certify that the foregoing Ordinance was duly adopted in accordance with the provisions of applicable law this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Rebecca C. Haynes, City Clerk

DRAFT

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN   | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Change Required to match Comprehensive Plan | <p><b>Sec. 2.1 – Words, terms and phrases defined</b></p> <p><i>Height</i> means the vertical distance above the <del>required</del> <u>base</u> flood elevation to the highest point of a flat roof, to the deck of a mansard roof or to the average height between the plate and the ridge of gable or hip roofs, not including chimneys, antennas, elevator shafts, mechanical rooms or other non-habitable areas.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Change required to clarify Ord. 2015-21     | <p><b>Sec. 6.24 – Outdoor dining and outdoor drinking areas.</b></p> <p>A full or limited service restaurant may establish an outdoor dining area and a bar/lounge may establish an outdoor drinking area pursuant to the requirements of this Section <u>and as outlined within each zoning district. If an outdoor drinking and/or dining area is required to obtain conditional use approval it shall be</u> <del>and upon the issuance of a conditional use permit</del> pursuant to the review and approval procedures provided under Division 4 of this Code. If public consumption of alcohol is proposed to occur on any public street, sidewalk or private sand beach area in connection with the outdoor dining or outdoor drinking area, approval by the City Commission is required pursuant to Chapter 6 of the City Code of Ordinances.</p> |
| Change required to match Comprehensive Plan | <p><b>Sec. 36.6 – Density and Intensity</b></p> <p>b) Multi Family Residential:</p> <p>(1) 18 dwelling units per acre for multi-family residential use on a minimum <math>\frac{1}{2}</math> <u>1/3</u> acre buildable site; or</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |



| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| <p><b>(c) General Residential Unit "RU" Density Pool Reserve.</b> is established for the entire Community Redevelopment District by reducing the previously allowed maximum residential density of 18 dwelling units per acre in the Large Resort character district by three dwelling units per acre to a maximum of 15 dwelling units per acre over the entire 65.16 acres. The total residential density reduction in the Large Resort district equals 195 residential dwelling units.</p> <p>1. <b>Purpose and intent.</b> For the same purposes stated in Section 3 above relating to residential reserves for specific character districts, these 195 residential units previously permitted in the Large Resort character district shall be reserved for future use within the CRD, as may be necessary and warranted.</p> <p>2. <b>FLUE Implementation.</b> 195 residential dwelling units shall automatically become available as a residential density reserve for any property located within the boundaries of the Community Redevelopment District that permits residential use without further need to amend this Future Land Use Plan and Map.</p> <p>3. <b>LDC Implementation.</b> Future City Commissions may implement the residential density pool through the LDC with proper allocation procedures and absolute density limitations to ensure that the cumulative total of allocations does not exceed the available reserve density.</p> <p>[Page 48 of the Remedial Action Agreement]</p> | <p><b><u>Sec. 39.18</u></b></p> <p><b><u>General Residential Unit "RU" Density Pool Reserve.</u></b> is established for the entire Community Redevelopment District by reducing the previously allowed maximum residential density of 18 dwelling units per acre in the Large Resort character district by three dwelling units per acre to a maximum of 15 dwelling units per acre over the entire 65.16 acres. The total residential density reduction in the Large Resort district equals 195 residential dwelling units. These 195 residential dwelling units shall automatically become available as a residential density reserve for any property located within the boundaries of the Community Redevelopment District that permits residential use without further need to amend the Future Land Use Plan and Map through the conditional use process in conjunction with a unified site plan. Residential units will be available on a first come first serve basis.</p> |
| CITIZEN INPUT ON REDEVELOPMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p>Amend paragraph 5 of Sec. I (10), as follows:</p> <p><del>If these plans and regulations are first approved by the voters of St. Pete Beach, and subsequently, the Ch. 163 Plan is approved by the County, the City and its residents will benefit from a Redevelopment Trust Fund established pursuant to F.S. 163.387 as may be authorized by Pinellas County and a Community Improvements Fund that will to provide capital infrastructure, public improvements and amenities that will improve the safety, services to, and beauty of our the City.</del></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>No amendment needed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| FUTURE LAND USE ELEMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p><b><u>Policy 1.1.10</u></b></p> <p><del>The City shall offer incentives for the location and construction of</del></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p><b><u>Sec. 35.7. - Density and intensity.</u></b></p> <p><del>(3) Affordable housing density bonus. An affordable housing</del></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <p><del>affordable, Green, on site workforce living accommodations in conjunction with large scale temporary lodging uses.</del></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p><del>density bonus shall be permitted for large scale temporary lodging use as follows:</del></p> <ul style="list-style-type: none"> <li><del>a. A temporary lodging unit density bonus shall be permitted up to, but shall not exceed an additional five bonus units per acre for every one affordable unit provided.</del></li> <li><del>b. Any on site affordable workforce units shall be prohibited from being advertised or otherwise used for guest temporary lodging or home occupational licensing purposes and shall be exclusively used for providing affordable on site living accommodations for employees eligible for low income or very low income status as defined by the applicable county and city rules and guidelines;</del></li> <li><del>c. A legally enforceable restrictive covenant in a form and content acceptable to the City shall be required as a condition of site plan approval and recorded in the public records of Pinellas County.</del></li> </ul> <p>[REFER TO ORD. SECTION 8]</p> |
| <p><b>Policy 2.1.9</b></p> <p><del>All temporary lodging units shall be prohibited from seeking homestead exemption and home occupational licensing. No temporary lodging unit shall be occupied as a residential dwelling unit. Temporary lodging uses within the Community Redevelopment District shall not be occupied for more than thirty (30) consecutive days by the same temporary lodging unit guest or more than thirty days cumulatively on an annual basis for a resort condominium unit owner. In other words, the thirty days is measured beginning on the first day of any occupancy until 365 days from that date. The City of St. Pete Beach may require affidavits of</del></p> | <p><b>Sec. 39.6. - Temporary lodging use operational and occupancy restrictions, limitations and prohibitions.</b></p> <ul style="list-style-type: none"> <li>(b) All temporary lodging units must be offered, advertised and occupied on a temporary basis for 30 consecutive days or less for temporary lodging guests and no more than 30 days cumulatively on an annual basis for a resort condominium unit owner to ensure that any temporary lodging use does not function as a permanent residential use. <u>The thirty days is measured beginning on the first day of any occupancy until 365 days from that date. The City</u></li> </ul>                                                                                                                                                                                                                                                                                                                                                                             |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| <p><u>compliance with this policy from each temporary lodging use and/or unit owner. Seller of temporary lodging unit shall be responsible for advising the purchaser of this requirement. In addition, any seller of a resort condominium project or temporary lodging unit shall be required to record a covenant in the public records of Pinellas County agreeing to said restriction prior to conveyance.</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p><u>may require affidavits of compliance with this requirement from each temporary lodging use and/or unit owner. Seller of temporary lodging unit shall be responsible for advising the purchaser of this requirement. Any seller of a resort condominium project or temporary lodging unit shall record a covenant in the public records of Pinellas County, Florida, agreeing to said restriction prior to conveyance.</u></p> <p>[REFER TO ORD. SECTION 13]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>Policy 2.2.2</b></p> <p>The site plan review provisions, as contained in the LDC shall, at a minimum, address the following:</p> <ul style="list-style-type: none"> <li>• Allowance for a creative approach for development or redevelopment;</li> <li>• A requirement that more open space, if practical, be provided than that called for by the strict application of the minimum requirements of the land development regulations;</li> <li>• A harmonious development of the site with consideration given to the surrounding areas and community facilities, while providing for safe and efficient traffic circulation; and</li> <li>• The establishment of procedures for the granting of increased structure height not to exceed 50 feet in all areas of the City excluding the Community Redevelopment District which establishes specific height standards by use within each character district; in exchange for increased open space and decreased amounts of impervious surfaces; and</li> <li>• <del>The repeal of variance p</del> Procedures that would allow increased height or <u>density</u> above the maximum established in each character district located within the Special Area Designation - Community</li> </ul> | <p><b>Sec. 5.1. - Site plan review.</b></p> <p>(b) <i>Contents of application.</i> The application shall be in a form established by the city manager and provided for public review. The materials required as part of the application are necessary to provide the city with sufficient information to ensure compliance with this section and the requirements of the land development code. Such materials may include, but are not limited to, the following information:</p> <p>(11) A boundary survey of the land subject to the development plan prepared by a registered land surveyor, showing the location and material of all permanent reference monuments and benchmarks, a metes and bounds description listing dimensions, bearings, curve data, length of tangents, radii, and central angles of all centerline curves of streets, and the size of the land in acres to the nearest tenth of an acre, or in square feet <u>and a ALTA/ACSM land title survey of the property subject to the development plan completed within the last twelve (12) months.</u></p> <p>[REFER TO ORD. SECTION 3]</p> <p>Note that Division 39, Community Redevelopment District General Standards, Sec. 39.16, Story Standards, prohibits variances to</p> |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                       | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| <p>Redevelopment District shall be prohibited; and</p> <ul style="list-style-type: none"> <li>• Other provisions as deemed appropriate by the City in keeping with the intent of the comprehensive plan and land development regulations.</li> <li>• <u>Land survey within the last twelve (12) months.</u></li> </ul>                                                                                                                                                          | <p>increased height as follows:</p> <p>(b) <i>Height standards.</i> Total height of any structure shall be determined by land use category, the number of stories and height for each story allowed by the Table below, or the maximum height allowed for each use in each specific District as established in the Special Designation Community Redevelopment District of the Future Land Use Element of The Comprehensive Plan, whichever is greater. <b>Variances to increase height are prohibited.</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>Policy 2.9.1</b></p> <p>As administered by the land development regulations, the City of St. Pete Beach shall <u>not ensure that all development and redevelopment taking place within its municipal boundaries does not issue any development order (excluding future land use or zoning map amendments) or building permit for any project that results in a reduction of the level of service requirements established and adopted in this comprehensive plan.</u></p> | <p><b>Sec. 29.4. - General requirements.</b></p> <p>(a) A certificate of concurrency shall be required prior to the issuance of any development permit for a non-exempt development project. <u>The City of St. Pete Beach shall not issue any development order (excluding future land use or zoning map amendments) or building permit for any project that results in a reduction of the level of service requirements established and adopted in the City of St. Pete Beach Comprehensive Plan.</u> An applicant must prepare and complete an application for a certificate of concurrency <u>including an infrastructure study as determined to be necessary by the Technical Review Committee.</u> If a development will require more than one development permit, the issuance of a certificate of concurrency shall occur prior to the issuance of the initial permit. Upon request by applicants, a preliminary concurrency review shall be performed and a conditional certificate of concurrency may be issued. This conditional certificate shall not be binding upon the city and shall only be effective for the year in which the annual concurrency monitoring report was issued. Only those certificates of concurrency issued for development permits shall be binding. Applicants may be charged a fee established by the city commission for certificates of</p> |
| <p><b>Policy 2.9.6</b></p> <p>Consistent with this Comprehensive Plan, as amended, <u>all building permits for future development and redevelopment activities new construction, additions, or certificates of occupancy for a change in use shall be issued only if public facilities necessary to meet the level of service standards adopted pursuant to this comprehensive plan are available concurrent with the impacts of the development.</u></p>                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                   | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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|                                                                                                                                                                                                                                                                                                             | <p>concurrency.</p> <p>(b) The burden of showing compliance with the adopted levels of service and meeting the concurrency evaluation shall be upon the applicant. <del>The city manager may require whatever documentation is necessary to make a determination.</del> <u>For non-exempt development orders or projects, the applicant shall prepare and submit an infrastructure study that determines the extent of any degradation of the infrastructure below the adopted levels of service unless determined unnecessary by the City's Technical Review Committee based on an evaluation of potential impact relative to the nature, size, type, and location of the proposed development project or land use amendment application. Mitigation fees and/or physical or operational improvements determined to be reasonably required in proportion to the impacts caused by the increased density and/or intensity of new development in consideration of the long-term concurrency management plan of the local government who owns and operates the facility or system, shall be stipulated as conditions of approval as part of the development order. The Technical Review Committee shall document its findings pertaining to its review.</u></p> <p>[REFER TO ORD. SECTION 5]</p> |
| <p><b>Policy 3.1.2</b></p> <p>The land development regulations shall ensure that all development along the coastline is in accordance with the Coastal Construction Control Line as established by the State of Florida, <del>City of St. Pete Beach, or other appropriate governmental agencies.</del></p> | <p>No amendment to Sec. 25.4 and 25.5 needed.</p> <p><b>Sec. 25.4. - Development controls.</b></p> <p>The city, the State of Florida and Pinellas County have adopted construction control lines and other regulations to protect the beaches and dunes of Pinellas County, including those within the City of St. Pete Beach, as follows:</p> <p>(a) St. Pete Beach Bulkhead Line. There is established a beach bulkhead line, as provided by the official bulkhead line</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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|                                           | <p>map, such map having been adopted and made part of this section by reference.</p> <p>(b) Florida Coastal Construction Control Line. The State of Florida has established a Coastal Construction Control Line (CCCL) in accordance with Section 161.053, Florida Statutes, that is administered by the Florida Department of Environmental Protection.</p> <p><b>Sec. 25.5. - Prohibitions.</b></p> <p>(a) Reserved.</p> <p>(b) No person, municipality, county or other public or private agency shall develop or cause any development seaward of the CCCL without a permit from the Florida Department of Environmental Protection.</p> <p>(c) Further, no person, municipality, county or other public agency shall develop or cause any development or construct any seawall, revetment, or similar structure incidental thereto within the submerged lands of the Boca Ciega Bay and adjacent waters without a permit from any and all governmental agencies having jurisdiction over the submerged land.</p> <p>(d) Except as otherwise provided in this section, the following shall be prohibited:</p> <ol style="list-style-type: none"> <li>(1) The removal or disturbance of vegetation of a dune;</li> <li>(2) Planting of vegetation except for native, salt-resistant species suitable for beach and dune stabilization;</li> <li>(3) The crossing, passing over or passing through any dune by any person or vehicle, except in where such crossing is marked for access pursuant to this section; or</li> <li>(4) Blocking or causing to be blocked by any means</li> </ol> |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE              |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | whatsoever any pathway leading to or from a public beach. |
| <p><b>Policy 3.3.3</b></p> <p>The City shall permit no new developments where the facilities and services are not available or planned to be available in accordance with the Concurrency Management System <del>adopted in</del> <u>as set forth under Division 29 of the City of St. Pete Beach Land Development Code 1992 as Chapter 102, St. Pete Beach Code of Ordinances, as amended.</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | No further amendment needed.                              |
| <p><b>Policy 4.1.1</b></p> <p><del>Because the entire community is located within the identified Coastal High Hazard Area, as redefined by Rule 9J-5, Florida Administrative Code, the City shall, to the extent practical, limit public expenditures that subsidize development or redevelopment consistent with the Future Land Use Map as amended to reflect the revised the definition of the Coastal High Hazard Area (CHHA) to be the area below the elevation of the category 1 storm surge line as established by the SLOSH model. Ch. 2006-68, L.O.F.; Section 163.3178(2)(h), Fla. Stat. except for the following Publicly funded infrastructure inside the coastal high hazard area shall be limited to the following:</del></p> <ul style="list-style-type: none"> <li>• The expenditure for the maintenance, repair or replacement of existing facilities.</li> <li>• The expenditure for restoration or enhancement of natural resources or public access.</li> <li>• The expenditure needed to address an existing deficiency identified in <u>the Capital Improvements Element of this plan.</u></li> <li>• The expenditure for the retrofitting of storm water management facilities for water quality enhancement of storm water runoff.</li> <li>• The expenditure for the development or improvement of public</li> </ul> | No amendment needed.                                      |



| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                             | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE |
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| <p>roads and bridges identified in the Transportation Element or Capital Improvements Element of this plan.</p> <ul style="list-style-type: none"><li>• The expenditure for a public facility of <del>overriding public interest</del> <u>necessary</u> to ensure public health and safety.</li></ul> |                                              |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE |
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| <p><b>Policy 5.1.2</b></p> <p>The City shall adopt and implement land development regulations that contain specific and detailed provisions required to implement this comprehensive plan, as amended, which, at a minimum shall:</p> <ul style="list-style-type: none"> <li>• Regulate the subdivision of land;</li> <li>• Protect the limited amount of marine wetlands, <u>including sea grass and turtle nesting grounds</u> remaining in the community, and those lands designated as Preservation on the Future Land Use Map;</li> <li>• Regulate signs;</li> <li>• Ensure that all future development is consistent with Federal Emergency Management Agency and National Flood Insurance Program regulations;</li> <li>• Ensure that all future development is consistent with any coastal construction control regulations as may be adopted and/or amended by the State of Florida, <del>Pinellas County, or the City of St. Pete Beach;</del></li> <li>• Ensure the compatibility of adjacent land uses by requiring adequate and appropriate buffering between potentially incompatible uses, <u>temporary lodging uses and existing residential uses in particular when located in separate but adjoining character districts or plan categories;</u></li> <li>• Ensure that development permits are issued only when it has been documented that such development is consistent with the level of service standards for the affected public facilities adopted by this comprehensive plan;</li> <li>• Provide for improved drainage and storm water management by requiring compliance with the minimum criteria established by the Southwest Florida Water Management District, the City of St. Pete</li> </ul> | <p>No amendment needed.</p>                  |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE |
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| <p>Beach Drainage Ordinance, the regulations of other appropriate governmental agencies and the Pinellas County Master Drainage Plan;</p> <ul style="list-style-type: none"> <li>• Provide requirements for the provision of open space safe and convenient on-site traffic flow and parking requirements and encourage share access driveways, internal connectivity between compatible adjacent parcels to reduce curb cuts to reduce vehicular conflict with pedestrians and bicycles;</li> <li>• Encourage the use of Waterwise Florida Landscapes and drought-tolerant vegetation, reclaimed water and rain sensor irrigation systems in the landscaping of <del>multifamily and commercial developments</del> <u>all development projects</u>;</li> <li>• Provide regulations requiring the control of erosion and storm water or pollutant runoff from construction sites;</li> <li>• Encourage land development which highlights scenic amenities and ensures public access to the waterfront;</li> <li>• Adopt Green building and site design standards and <del>encourage new construction and major renovation to utilize Green standards through incentive programs</del>;</li> <li>• Provide regulations and design standards that require internal and external pedestrian and bicycle pathway linkages to create a safe alternative mobility network throughout the City; and</li> <li>• Provide regulations that promote mass transit use.</li> </ul> |                                              |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                              |
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| <b>Special Designation - Community Redevelopment District (CRD)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p>A. Definitions</p> <p>13) <b>Future Land Use Element</b> - is one element out of eight elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives and policies for the use of land to manage future growth and redevelopment in accordance with the City's vision for its future. The Future Land Use Element establishes both the Future Land Use Plan and the Future Land Use Map.</p> <p>a. The Future Land Use Plan defines and describes the land use plan categories, establishes the goals, objectives and policies, designates primary and secondary uses permitted in each land use plan category, and establishes density and intensity standards. In addition in this plan amendment, height <u>and density</u> standards are established that shall not be exceeded.</p> <p>b. The Future Land Use Map is a graphic depiction of the location and boundaries of each of the land use designations including the Community Redevelopment District (CRD) and each character district within the CRD.</p> | <p>No amendment needed.</p>                                                                                                                                                                                                                                                                                                                                                                                               |
| <p><b>B. Community Redevelopment District</b></p> <p>FOOTNOTE(S):</p> <p><del>—( )—</del></p> <p><del>The Affordable Housing Density Bonus as established herein allows only 50% of the potential increased density that was approved in the 2005 Plan. In 2005, the maximum density bonus approved was ten (10)</del></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p><b>Sec. 35.7. - Density and intensity.</b></p> <p>(c) <i>Density.</i></p> <p><del>(3) Affordable housing density bonus. An affordable housing density bonus shall be permitted for large scale temporary lodging use as follows:</del></p> <p><del>a. A temporary lodging unit density bonus shall be permitted up to, but shall not exceed an additional five bonus units per acre for every one affordable</del></p> |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <p><del>temporary lodging units per acre. It was the decision of the City, County and DCA in 2005 that any density bonus that may be utilized in the Large Resort District is speculative and as a result of countervailing public policies to promote and encourage affordable housing as well as the redevelopment of temporary lodging uses that support tourism as the #1 economy in Pinellas County and the State, the potential number of affordable housing bonus units was not calculated against the overall density cap for the Community Redevelopment District. Consistent with the policy for affordable housing density bonus calculation approved in 2005, the potential five (5) temporary lodging units per acre potentially available, subject to certain requirements and restrictions, as part of a voluntary affordable housing mitigation program in addition to the mandatory general mitigation program requirements, will not be calculated against the overall density cap for the Community Redevelopment District.</del></p> | <p><del>unit provided.</del></p> <p><del>b. Any on site affordable workforce units shall be prohibited from being advertised or otherwise used for guest temporary lodging or home occupational licensing purposes and shall be exclusively used for providing affordable on site living accommodations for employees eligible for low income or very low income status as defined by the applicable county and city rules and guidelines;</del></p> <p><del>c. A legally enforceable restrictive covenant in a form and content acceptable to the City shall be required as a condition of site plan approval and recorded in the public records of Pinellas County.</del></p> <p>[REFER TO ORD. SECTION 8]</p>                                                                                                                                                    |
| <p><b>Objective 1.1</b></p> <p>Promote a sustainable community by requiring the use of Green standards and practices for all development and redevelopment within the Community Redevelopment District by establishing minimum Green building and site design standards; <del>and establishing incentive programs such as expedited site plan review and building permitting, and credits against impact fees in exchange for utilizing Green design standards and practices that benefit the quality and sustainability of the environment and:</del></p> <ul style="list-style-type: none"> <li>• Conserve water and other natural resources.</li> <li>• Reduce energy consumption.</li> <li>• Improve air quality by reducing Greenhouse gas emissions.</li> <li>• Reduce impacts on infrastructure by participating in ride sharing</li> </ul>                                                                                                                                                                                                       | <p><b>Sec. 39.9. - Energy and environmental design – New construction and major renovation.</b></p> <p><del>(b) Any new or partial redevelopment project that is subject to payment of community improvement impact fees pursuant to division 41 of this Code shall be eligible for and receive a credit against those impact fees owed in accordance with the rating and scoring system for credits established as part of the community improvement impact fee ordinance. Such impact fees, the types of green standards and green improvements eligible for credits and the amount or percent of such credits shall be established in accordance with the principles and parameters established in Goal 1 and Section (j)3 of the Community Redevelopment District General Redevelopment Guidelines, Standards and Initiatives contained in the Future</del></p> |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                              |
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| <p>and shuttle service programs.</p> <ul style="list-style-type: none"> <li>• Reduce urban heat by reducing paved surfaces, reduce the need for parking by participating in shared parking plans, employer ride-share and shuttle service programs.</li> <li>• Reduce urban heat and encourage pedestrian mobility by planting additional shade trees.</li> <li>• Reduce waste through efficient design and recycling programs.</li> <li>• Promote a walkable environment by providing on-site pedestrian pathways that link to adjacent properties and off-site sidewalks to reduce traffic impacts and Greenhouse gas emissions.</li> <li>• Provide trolley stops or improve existing trolley stops as a comfortable, safe, convenient and attractive experience that encourages mass transit use.</li> </ul> | <p><del>Land Use Element of the Comprehensive Plan.</del></p> <p>[REFER TO ORD. SECTION 14]</p>                                                                                                                                                                                                                           |
| <p><b>Policy 1.1.4</b></p> <p><del>The City shall adopt and implement an incentive program that may include expedited site plan review, expedited building permit review and processing, and credits against impact fees or building permit fees that rationally relate to the environmental benefits being achieved such as lower water and energy consumption, reduced Greenhouse gas emissions, and reduced traffic impacts through the implementation of mitigation measures described in Policies 1.1.5, 1.1.6 and 1.1.7 below.</del></p>                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                           |
| <p><del>(c) <b>Affordable Housing Mitigation Programs &amp; Density Bonus</b><sup>1, 4</sup></del></p> <p>1. <del><b>Existing Conditions.</b> Pinellas County, as in many areas of the State of Florida, is experiencing an affordable housing crisis. A scarcity of land, increasing land values and rising insurance and property taxes are creating a substantial impediment to providing affordable housing options for City and County residents who provide needed services to our community.</del></p>                                                                                                                                                                                                                                                                                                   | <p><b>Sec. 35.7. - Density and intensity.</b></p> <p>(c) <i>Density.</i></p> <p><del>(3) <i>Affordable housing density bonus.</i> An affordable housing density bonus shall be permitted for large-scale temporary lodging use as follows:</del></p> <p>a. <del>A temporary lodging unit density bonus shall be</del></p> |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <p><del>Meaningful affordable housing solutions will require public/private partnerships and innovative strategies. At the time of this proposed amendment, several affordable housing mitigation strategies are being explored by the County and local municipal governments within the County. It is the express intent of St. Pete Beach to participate in any such adopted affordable mitigation strategies as agreed to by the City and County in cooperation with existing affordable housing programs in The City of St. Petersburg and Pinellas County to create affordable housing units within reasonable proximity to the City of St. Pete Beach.</del></p> <p>2. <del><b>Interpretation and Construction.</b></del> This affordable housing provision is intended to enable the implementation of any and all affordable housing strategies mandated by any lawful means by the State, County or City, as may be established and amended from time to time. The City shall work in partnership with the County and neighboring jurisdictions to establish an affordable housing mitigation program. This provision shall be construed to be consistent with any future implementing land development regulations that provide affordable housing mitigation strategies.</p> <p>3. <del><b>General Affordable Housing Mitigation Program Implementation, Limitations and Restrictions.</b></del> The City shall establish an affordable housing general mitigation program that includes impact fees or alternative mitigation options that shall be imposed on net development, with credit provided for any existing units or floor area which is removed during the redevelopment process. Alternative mitigation options in lieu of mitigation fees may include eligible, qualified and approved: a) construction of on site workforce living accommodations; b) credits for off site construction of affordable housing; c) credits</p> | <p><del>permitted up to, but shall not exceed an additional five bonus units per acre for every one affordable unit provided.</del></p> <p>b. <del>Any on site affordable workforce units shall be prohibited from being advertised or otherwise used for guest temporary lodging or home occupational licensing purposes and shall be exclusively used for providing affordable on site living accommodations for employees eligible for low income or very low income status as defined by the applicable county and city rules and guidelines;</del></p> <p>c. <del>A legally enforceable restrictive covenant in a form and content acceptable to the City shall be required as a condition of site plan approval and recorded in the public records of Pinellas County.</del></p> <p>[REFER TO ORD. SECTION 8]</p> |



| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE |
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| <p>for land purchases or donations that are legally restricted and used for affordable housing only; d) credits for participation in employer-assisted housing programs; or e) such other affordable housing mitigation strategies that may be established by the City in partnership with the County and neighboring jurisdictions. This general mitigation program shall be imposed on a City wide basis. Jurisdictions, agencies and programs that will receive the revenues generated will be determined through negotiation with appropriate authorities.</p> <p>4. <del>Implementation.</del> The City shall amend its LDC to establish or amend an existing affordable housing and mitigation program, as appropriate, to be consistent with this plan amendment. The LDC shall be amended as soon as reasonably possible, but no later than thirty (30) days after receiving all final County, State, agency and City Commission approvals of this amendment to the Comprehensive Plan. This affordable housing mitigation program shall be established in partnership with the County and neighboring jurisdictions and shall comply with all governing County and State laws in effect at that time.</p> <p>5. <del>Large Resort Affordable Housing Mitigation Program &amp; Density Bonus.</del> In consideration of the legitimate State, County and City public interest to encourage and promote both affordable housing mitigation strategies as well as tourism which is the number one industry in both the State and County and the City's only industry, temporary lodging unit density bonuses in exchange for affordable housing mitigation exceeding that established by the General Affordable Housing Mitigation Program shall be established for the Large Resort District. The City Commission shall amend its LDC and provide for a Large Resort Affordable Housing Mitigation program as soon as reasonably possible in accordance with the following</p> |                                              |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE |
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| <p>restrictions and limitations:</p> <p>a. <del><b>Density Bonus Limitations.</b> A density bonus in exchange for affordable housing mitigation may only be allowed in conjunction with a defined Large scale temporary lodging use development.</del></p> <p>b. <del><b>Density Bonus Restrictions.</b> A maximum temporary lodging unit density bonus shall be permitted up to, but shall not exceed an additional five (5) bonus units per acre and an additional 0.2 floor area ratio to accommodate the additional temporary lodging units for a defined Large scale temporary lodging development. Five bonus units shall be allowed for every affordable unit constructed.</del></p> <p>c. <del><b>Mitigation Exemption.</b> Temporary lodging units built as part of the affordable housing density bonus and on site workforce living accommodations provided in compliance with the General or Large Resort Affordable Housing Mitigation programs, as applicable, shall not be subject to the affordable housing mitigation fees or other program requirements.</del></p> <p>d. <del><b>Prohibitions and Restrictions.</b> All on-site workforce living accommodations shall be:</del></p> <p style="padding-left: 40px;"><del>(i) Prohibited from being advertised for, or otherwise used for guest temporary lodging or home occupational licensing purposes;</del></p> <p style="padding-left: 40px;"><del>(ii) Exclusively used for providing on-site workforce living accommodations for employees eligible for low income or very low income status as defined by the County and City; and</del></p> <p style="padding-left: 40px;"><del>(iii) Prohibited from being advertised for or otherwise sold</del></p> |                                              |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <p><del>as a residential dwelling unit that does not qualify as an on-site affordable housing unit occupied exclusively by an employee(s) of the temporary lodging facility.</del></p> <p>e. <del><b>Covenant Required.</b> A legally enforceable restrictive covenant, in form and content acceptable to the City, shall be required as a condition of site plan approval and recorded in the public records of Pinellas County upon issuance of a building permit setting forth the restrictions provided in subsection (c)5 above. In addition, such on-site workforce living accommodation units shall be subject to all procedures and requirements of the hurricane closure and evacuation plan for the temporary lodging facility.</del></p>                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>d) <b>Height Standards, Restrictions and Limitations.</b></p> <p>6. Established in each character district:</p> <p>a. <del>It is the express intent of this amendment to the Future Land Use Element of the Comprehensive Plan designating a Special Area Community Redevelopment District designation, to establish such height standards not as a recommendation, but rather as a to set a</del> mandatory maximum height for each type of use within each character district within the Community Redevelopment District <del>that shall be adopted by Ordinance of the City Commission amending its LDC.</del> These height standards are mandatory only for the purposes of establishing maximum permissible heights in both the Comprehensive Plan and the LDC and shall not be construed as requiring that a developer build the maximum height allowed, only that they may build up to, but not exceed, the maximum height for each use as established in each character district.</p> <p>b. <del>The height standards established for each use within each</del></p> | <p>Note that Division 39, Community Redevelopment District General Standards, Sec. 39.16, Story Standards, prohibits variances to increased height as follows:</p> <p>(b) <i>Height standards.</i> Total height of any structure shall be determined by land use category, the number of stories and height for each story allowed by the Table below, or the maximum height allowed for each use in each specific District as established in the Special Designation Community Redevelopment District of the Future Land Use Element of The Comprehensive Plan, whichever is greater. <b>Variances to increase height are prohibited.</b></p> |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE |
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| <p><del>character district within the Community Redevelopment District have generally been determined to be the minimum necessary to implement an effective redevelopment strategy as contemplated herein for each character district and for the Community Redevelopment District as a whole.</del></p> <p><del>e. It is expressly intended, and shall be construed that any increases to the maximum height in each character district shall be governed by procedures established in Florida Statutes for amendments to the adopted comprehensive plan.</del></p> <p><del>7. Any increases to the maximum allowable height, including by variance, established for each use in each character district within the entire Community Redevelopment District shall be prohibited unless approved by voter referendum, if required by the City Charter.</del></p> |                                              |
| <p><del>(g)</del> <b>Infrastructure Systems &amp; Facilities Characteristics and Standards.</b></p> <p><b>2. Concurrency Management System and Transportation Management Plan Requirements:</b></p> <p>a. <b>Concurrency Statement.</b> All new development or redevelopment that increases density or intensity shall be required to prepare and submit a Concurrency Management Statement to the City, at its sole expense, to determine the sufficiency of capacity and any potential adverse impacts or degradation of the levels of service below acceptable levels established by the City or County, as applicable, on existing or future infrastructure systems and facilities except transportation which shall be required to submit a Transportation Management Plan. At a minimum, Concurrency Management Statement(s) shall be</p>                  | <p>No amendment needed.</p>                  |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| <p>submitted for the following:</p> <ul style="list-style-type: none"> <li>(i) Potable water;</li> <li>(ii) Sanitary sewer;</li> <li>(iii) <u>Solid waste</u>;</li> <li>(<del>iii</del>iv) Transportation facilities;</li> <li>(v) <u>Stormwater</u></li> <li>(<del>iv</del>i) Parks and recreation facilities (for residential development only); and</li> <li>(vii) Educational facilities (for residential development only).</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p>b. <b>Infrastructure Study.</b> An infrastructure study <del>may</del> <u>shall</u> be required on one or more of the above-listed systems or facilities to determine the extent of any degradation of the infrastructure below the adopted levels of service <del>caused by increases in density or intensity of use on the development site unless determined to be unnecessary by the City's Technical Review Committee based on an evaluation of potential impact relative to the nature, size, type, and location of the proposed development project or land use amendment application.</del> Mitigation fees and/or physical or operational improvements determined to be reasonably required and in proportion to the impacts caused by the increased density and <del>density</del> <u>intensity</u> of new development, in consideration of the long-term concurrency management plan of the local government who owns and operates the facility or system, shall be <del>a condition of site plan approval</del> <u>stipulated as conditions of approval as part of the development order.</u> The Technical Review Committee shall document its findings pertaining to its</p> | <p><b>Sec. 29.4. - General requirements.</b></p> <p>(b) The burden of showing compliance with the adopted levels of service and meeting the concurrency evaluation shall be upon the applicant. <del>The city manager may require whatever documentation is necessary to make a determination.</del> <u>For non-exempt development orders or projects, the applicant shall prepare and submit an infrastructure study that determines the extent of any degradation of the infrastructure below the adopted levels of service unless determined unnecessary by the City's Technical Review Committee based on an evaluation of potential impact relative to the nature, size, type, and location of the proposed development project or land use amendment application. Mitigation fees and/or physical or operational improvements determined to be reasonably required in proportion to the impacts caused by the increased density and/or intensity of new development in consideration of the long-term concurrency management plan of the local government who owns and operates the facility or system, shall be stipulated as conditions of approval as part of the</u></p> |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| <p><u>review.</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p><u>development order. The Technical Review Committee shall document its findings pertaining to its review.</u></p> <p>[REFER TO ORD. SECTION 5]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p>c. <b>Transportation Management Plan.</b></p> <p><del>(xiii) Construction or monetary contributions towards a Gulf Beach Boardwalk, should the City pursue a beach boardwalk or trail.</del></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>No amendment needed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>(j) <b>Community Involvement.</b> A minimum of one (1) community meeting shall be held at least thirty (30) days prior to submitting an application for administrative approval of a development or redevelopment site plan proposed to be built within the Community Redevelopment District. Single family homes, duplexes and projects less than ½ acre in size, may, but shall not be required, to host a community meeting The purpose of the community meeting shall be to present the development project site plan to interested City residents and business owners, answer questions and solicit comments. <u>All attendees shall be given at least three minutes to comment or ask questions on the subject matter under consideration.</u> <u>The public shall be allowed to take notes and video record the community meeting.</u> A sign-in sheet and comment cards shall be provided to all attendees and a copy shall be provided to the City Clerk within three (3) days of the meeting. At least one City Staff person from the Community Development Services Department shall attend the community meeting. The City shall consider the written comments submitted by attendees during its administrative site plan review process, and may implement such public comment as appropriate that are consistent with and not contrary to law and local land development regulations, and are in the best interests of the public health, safety and welfare of the community.</p> | <p><b>Sec. 39.17. - Community involvement.</b></p> <p>(c) <i>Purpose.</i> The purpose of the community meeting shall be to present the development project site plan to interested city residents and business owners, answer questions and solicit comments. <u>All attendees shall be given at least three minutes to comment or ask questions on the subject matter under consideration. The public shall be allowed to take notes and video record the community meeting.</u> At least one city staff person from the community development services department shall attend the community meeting.</p> <p>[REFER TO ORD. SECTION 15]</p> |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| <p>(c) <b><u>Review and Approval of Conditional Uses.</u></b> In order to ensure compatibility with adjoining existing uses, to fully evaluate impact on the City's infrastructure, and to ensure the entire development project meets City standards, the City shall amend its Land Development Code to require conditional use approval subject to quasi-judicial public hearings before the Planning Board and City Commission, for any temporary lodging use in the Community Redevelopment District proposed to have a building height greater than fifty (50) feet or a density greater than 30 temporary lodging units per acre as may be allowed by this plan and the City's Land Development Code. This review process shall include, but not be limited to, considerations of:</p> <ul style="list-style-type: none"> <li>• <u>Utility infrastructure, including sanitary sewer, reclaimed water, potable water electric, fire, law enforcement, and natural gas services, and data transmission and telecommunications services;</u></li> <li>• <u>Transportation infrastructure, including ingress and egress from public rights-of-way, traffic control devices and signalization, internal vehicle circulation of the site, design and function of parking areas, loading and unloading areas, pedestrian transit infrastructure and amenities, and public sidewalks and roadways;</u></li> <li>• <u>Hydrological features and storm water management infrastructure;</u></li> <li>• <u>Aesthetic and architectural features of the development, including site layout, physical dimensions of structures such as height and massing, design and appearance of building facades, exterior building materials, advertising and directional signage and the provision and maintenance of Gulf and Bay views and vistas;</u></li> <li>• <u>Site landscaping, open space provision and impervious surface limitations;</u></li> <li>• <u>Operational and functional requirements of facilities, including hours of operation, provision of required services or amenities, lighting</u></li> </ul> | <p><b>Sec. 4.12. - Criteria for review of conditional use applications.</b></p> <p>(a) Conditional use applications within the community redevelopment district shall be evaluated upon the extent to which the applicant can demonstrate that the following issues are addressed in a manner consistent with the policies established in the community redevelopment plan for the district and that no unreasonable or disproportionately negative impacts are imposed upon adjacent or nearby properties:</p> <ol style="list-style-type: none"> <li>(1) Utility infrastructure, including sanitary sewer, reclaimed water, potable water electric and natural gas services, and data transmission and telecommunications services;</li> <li>(2) Transportation infrastructure, including ingress and egress from public rights-of-way, traffic control devices and signalization, internal vehicle circulation of the site, design and function of parking areas, loading and unloading areas, pedestrian transit infrastructure and amenities, and public sidewalks and roadways;</li> <li>(3) Hydrological features and storm water management infrastructure;</li> <li>(4) Aesthetic and architectural features of the development, including site layout, physical dimensions of structures such as height and massing, design and appearance of building facades, exterior building materials, advertising and directional signage and the provision and maintenance of Gulf and Bay views and vistas;</li> <li>(5) Site landscaping, open space provision and</li> </ol> |



| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| <p><u>requirements, noise abatement requirements, residency limitations and facilities maintenance;</u></p> <ul style="list-style-type: none"> <li>• <u>Fire suppression and facility security;</u></li> <li>• <u>Emergency management and hurricane evacuation provisions.</u></li> <li>• <u>The amount of separation provided between the proposed temporary lodging use and any existing buildings on adjoining properties and resulting impact on sunlight and views; and</u></li> <li>• <u>The proximity of any adjacent residential building to the Florida Coastal Construction Control Line and the degree to which the proposed temporary lodging use and/or any accessory use or structure maintains an open view of the waterfront from neighboring properties.</u></li> </ul> | <p>impervious surface limitations;</p> <p>(6) Operational and functional requirements of facilities, including hours of operation, provision of required services or amenities, lighting requirements, noise abatement requirements, residency limitations and facilities maintenance;</p> <p>(7) Fire suppression and facility security; <del>and</del></p> <p>(8) Emergency management and hurricane evacuation provisions; <del>and</del></p> <p>(9) <u>For temporary lodging uses taller than 50 feet in height or a density greater than 30 units per acre, the following additional issues shall be considered:</u></p> <p>a. <u>The amount of separation provided between the proposed temporary lodging use and any existing buildings on adjoining properties and resulting impact on sunlight and views; and</u></p> <p>b. <u>The proximity of any adjacent residential building to the Florida Coastal Construction Control Line and the degree to which the proposed temporary lodging use and/or any accessory use or structure maintains an open view of the waterfront from neighboring properties.</u></p> <p>[REFER TO ORD. SECTION 2]</p> |
| <p><b>C. Gulf Boulevard Redevelopment District</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p>FOOTNOTE(S):</p> <p>—( )—</p> <p><del>Providing on-site affordable housing or worker living accommodations shall neither be calculated as part of any density permitted nor shall it</del></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p><b>Sec. 35.7. - Density and intensity.</b></p> <p>(c) <i>Density.</i></p> <p><del>(3) Affordable housing density bonus. An affordable housing density bonus shall be permitted for large</del></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| <p><del>entitle the landowner or developer to any density bonuses; however, such accommodations shall be eligible for affordable housing mitigation fee credits and shall not be subject to any General or Large Resort Affordable Housing Mitigation requirements adopted by the City or County. In addition, any such workforce living accommodations shall also be subject to the same legally enforceable closure and evacuation plan required for all temporary lodging uses pursuant to the LDC.</del></p> | <p><del>scale temporary lodging use as follows:</del></p> <p><del>a. A temporary lodging unit density bonus shall be permitted up to, but shall not exceed an additional five bonus units per acre for every one affordable unit provided.</del></p> <p><del>b. Any on-site affordable workforce units shall be prohibited from being advertised or otherwise used for guest temporary lodging or home occupational licensing purposes and shall be exclusively used for providing affordable on-site living accommodations for employees eligible for low income or very low income status as defined by the applicable county and city rules and guidelines;</del></p> <p><del>c. A legally enforceable restrictive covenant in a form and content acceptable to the City shall be required as a condition of site plan approval and recorded in the public records of Pinellas County.</del></p> <p>[REFER TO ORD. SECTION 8]</p> |
| <p>(b) <b>Purpose and Intent; Redevelopment Incentives &amp; Deterrents.</b></p> <p>3. Prohibit exclusive residential use projects exceeding current height and density restrictions contained within the City's LDC, as may be amended from time to time in accordance with the City Charter.</p>                                                                                                                                                                                                               | <p>No amendment needed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p><b>Goals, Objectives and Policies for the Gulf Boulevard Redevelopment District</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>Objective 1.3</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>No further amendment needed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| A variety of incentives shall be available to encourage commercial and temporary lodging development in the Gulf Boulevard Redevelopment District, with particular emphasis on redeveloping temporary lodging uses on the west side of Gulf Boulevard along the Gulf beaches; and redeveloping appropriate commercial and residential uses on the east side of Gulf Boulevard.                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>Policy 14:</b></p> <p>All new development projects shall contribute their pro rata share to the Community Improvements Fund, as may be required at the time of building permit approval or before</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Never implemented, no amendment needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Large Resort District (LR)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>Policy 5:</b></p> <p>All large scale development and redevelopment projects <u>approved under Scenario 2 as defined under Permitted Uses &amp; Standards for this Large Resort character district category</u> may be required to provide an easement to the City for a beach boardwalk or trail <u>unimproved public access landward of the mean high water line Gulf ward of the Florida Coastal Construction Control Line in the event the City pursues the development of a beach boardwalk or trail and the location is necessary to provide a continuous, uninterrupted pedestrian beach system along the Gulf of Mexico prior to a building permit being issued.</u></p> | <p><b>Sec. 39.6 Temporary lodging use operational and occupancy restrictions, limitations and prohibitions</b></p> <p>(o) All large scale development and redevelopment projects <u>approved under Scenario 2 as defined under Permitted Uses &amp; Standards for this Large Resort character district category</u> may be required to provide an easement to the City for <u>unimproved public access landward of the mean high water line to provide a continuous, uninterrupted pedestrian beach system along the Gulf of Mexico prior to a building permit being issued.</u></p> |
| <p><b>Permitted Uses &amp; Standards</b></p> <p>(b) <u>Secondary uses - Commercial and office; provided, however, any commercial and/or office use on property located within one-hundred and fifty (150) feet of the westerly right-of-way line of Gulf Boulevard may be under separate ownership from the primary use when approved by the City as part of an overall site plan</u></p>                                                                                                                                                                                                                                                                                             | <p><b>Sec. 35.3. - Permitted principal and secondary uses and structures.</b></p> <p>(b)c) <i>Secondary uses.</i> Secondary commercial uses may be developed as an additional nonresidential use bonus floor area that is not located within the principal building, provided that the secondary commercial development is constructed with a minimum of 200 temporary lodging</p>                                                                                                                                                                                                   |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| <p><u>incorporating the primary and secondary uses as an integrated project.</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>units. <u>Secondary commercial uses located within one-hundred and fifty (150) feet of the westerly right-of-way line of Gulf Boulevard may be under separate ownership from the primary use when approved by the City as part of an overall site plan incorporating the primary and secondary uses as an integrated project.</u> Secondary commercial uses include:</p> <ul style="list-style-type: none"> <li>(1) Retail;</li> <li>(2) Eating and drinking establishments, full-service restaurant, limited-service restaurant, bar/lounge, subject to Sec. 6.24 of this Code as may be applicable;</li> <li>(3) Indoor commercial entertainment facilities;</li> <li>(4) Vehicles for hire.</li> </ul> <p>[REFER TO ORD. SECTION 6]</p> |
| <p>(c) <b>Density/Intensity and Height Standards</b> - Density and intensity shall be calculated on the basis of those portions of the site which are landward of the Florida Coastal Construction Control Line and shall be permitted as follows:</p> <p>A. <b>Scenario 1:</b> Existing development, and all development that does not qualify as Large-scale development under subsection B. Scenario 2 below:</p> <p>1. <b>Density</b> - shall not exceed the following:</p> <ul style="list-style-type: none"> <li>a. 50 temporary lodging units per acre; or</li> <li>b. 15 residential dwelling units per acre; and</li> <li>c. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be</li> </ul> | <p>Height standards relocated to (d); affordable housing bonus provision under (c)(3) deleted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE |
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| <p>prohibited.</p> <p>2. <b>Intensity Standards for Temporary Lodging Use</b> - shall include indoor amenities and shall exclude structured parking, <del>any on-site affordable housing or worker living accommodations</del><sup>2</sup> and outdoor amenities including but not limited to tennis courts, pools, and the like. The floor area ratio for Scenario 1 shall not exceed the following: <a href="#">1</a></p> <ul style="list-style-type: none"> <li>a. 1.8 floor area ratio; and</li> <li>b. Shall not include additional floor area for freestanding non-residential facilities; and</li> <li>c. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.</li> </ul> <p>3. <del><b>Height</b> shall not exceed, but shall be permitted up to the following, subject to height limitations contained in the City's LDC:</del></p> <ul style="list-style-type: none"> <li>a. <del>One hundred (100) feet above base flood elevation, inclusive of structured parking, for any building that exclusively contains only temporary lodging uses; or</del></li> <li>b. <del>Fifty (50) feet above base flood elevation for any building containing temporary lodging and residential dwelling units; or</del></li> <li>c. <del>Fifty (50) feet above base flood elevation for any building containing residential dwelling units only; and</del></li> <li>d. <del>Variances to increase the height above shall be prohibited unless approved by voter referendum, if required by the City Charter.</del></li> </ul> |                                              |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| <p>B. <b>Scenario 2 Large-scale Development:</b> shall mean development of a parcel that is at least three gross acres in size or greater <del>and provided that new construction exceeds sixty-seven percent (67%) of the combined aggregate floor area of new and existing principal buildings and accessory structures that constitute the entire unified development scheme on the buildable site.</del></p> <p>1. <b>Density</b> - shall not exceed the following:</p> <ul style="list-style-type: none"> <li>a. 75 temporary lodging units per acre <del>excluding any affordable housing density bonus;</del> or</li> <li>b. 15 residential units per acre; or</li> <li>c. A combination of residential and temporary lodging units which shall be prorated on an acreage basis allocated to each use, provided that a minimum of 200 temporary lodging units are provided; and</li> <li>d. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.</li> </ul> <p>2. <b>Intensity Standards for Temporary Lodging Use</b> - shall include indoor amenities and shall exclude <del>on-site affordable housing or workforce living accommodations,</del> structured parking and outdoor amenities including but not limited to tennis courts, pools and the like. The maximum floor area ratio for Scenario 2 shall not exceed the following:</p> <ul style="list-style-type: none"> <li>a. 2.6 floor area ratio; and</li> <li>b. As a bonus, street level retail and restaurant uses facing Gulf Boulevard that are accessible by pedestrians along Gulf Boulevard and serve the general public, may be constructed but shall not exceed an additional floor area ratio of 0.15 of</li> </ul> | <p><b>Sec. 35.2. - Definitions.</b></p> <p>The following terms are defined and shall apply to development and redevelopment within the Large Resort District only:</p> <ul style="list-style-type: none"> <li>(a) <i>Large-scale development.</i> Shall mean development or redevelopment of a buildable site that: <ul style="list-style-type: none"> <li>(1) Is three acres in size or greater; and</li> <li>(2) <del>New construction exceeds 67 percent of the combined aggregate floor area of new and existing principal buildings, structured parking and accessory structures that constitute the entire unified development scheme on the buildable site.</del></li> <li>(3) Large scale development may also include secondary commercial uses pursuant to section 35.3</li> </ul> </li> <li>(b) Small-scale development shall mean all other developments that fall below the thresholds of Large-scale development.</li> </ul> <p>[REFER TO ORD. SECTION 6]</p> <p><b>Sec. 35.7. - Density and intensity.</b></p> <ul style="list-style-type: none"> <li>(a) <i>Density limitations on temporary lodging uses mixed with residential uses.</i> Residential and temporary lodging units are permitted to be developed as separate buildings within the same development site or combined within one building, provided that a minimum of 200 temporary lodging units shall be constructed on the development site subject to the</li> </ul> |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                     | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <p>the building site; and</p> <p>c. The preceding intensities may include the normal ancillary residential for on-site security, maintenance and management, and normal ancillary non-residential guest facilities; and</p> <p>d. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.</p> | <p>height limitations provided in section 35.8. Density shall be calculated based upon the pro rata acreage allocated to each land use. Temporary lodging units existing, or approved to be developed or redeveloped in the LR District shall be prohibited from converting to residential dwelling units that exceed the density limitation of 15 residential dwelling units per acre based on the pro-rata acreage.</p> <p>(b) <i>Density limitations on temporary lodging lockout units.</i> For the purposes of this division, lockout temporary lodging units shall count against specified density limitations. A lockout unit shall be defined as a room or rooms with sanitary facilities, with or without cooking facilities, which is attached and has access to a temporary lodging unit by means of a door or doors that are lockable from within the lockout unit, and that has a separate lockable access to the public areas or corridors. A lockout unit is capable of being functionally separated from the temporary lodging unit to which it is attached and rented as a separate room.</p> <p>(c) <i>Density.</i></p> <p>(1) Existing and/or small scale development, as defined in section 35.2 above, shall not exceed the following density:</p> <ol style="list-style-type: none"> <li>50 temporary lodging accommodation units per acre; or</li> <li>15 residential units per acre.</li> </ol> <p>(2) Large-scale development as defined in section 35.2 above shall not exceed the following density:</p> <ol style="list-style-type: none"> <li>75 temporary lodging units per acre <del>excluding any affordable housing bonus that may be</del></li> </ol> |



| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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|                                           | <p>approved pursuant to [section] 35.7(b)(3) below;<br/>or</p> <ul style="list-style-type: none"> <li>b. 15 residential units per acre; or</li> <li>c. A combination of residential and temporary lodging units which shall be prorated on an acreage basis allocated to each use, provided that a minimum of 200 temporary lodging units will be constructed on the development site.</li> </ul> <p><del>(3) Affordable housing density bonus. An affordable housing density bonus shall be permitted for large-scale temporary lodging use as follows:</del></p> <ul style="list-style-type: none"> <li><del>a. A temporary lodging unit density bonus shall be permitted up to, but shall not exceed an additional five bonus units per acre for every one affordable unit provided.</del></li> <li><del>b. Any on site affordable workforce units shall be prohibited from being advertised or otherwise used for guest temporary lodging or home occupational licensing purposes and shall be exclusively used for providing affordable on-site living accommodations for employees eligible for low income or very low income status as defined by the applicable county and city rules and guidelines;</del></li> <li><del>c. A legally enforceable restrictive covenant in a form and content acceptable to the City shall be required as a condition of site plan approval and recorded in the public records of Pinellas County.</del></li> </ul> |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>(d) <i>Intensity.</i></p> <ul style="list-style-type: none"> <li>(1) Existing and small scale development. Floor area ratio shall not exceed 1.8</li> <li>(2) Large-scale development floor area ratio shall not exceed 2.6.</li> <li>(3) Secondary commercial as part of a large scale development: Secondary commercial uses permitted in section 35.3(b) shall not exceed an additional floor area ratio of 0.15 of the buildings site.</li> <li>(4) On-site parking structures are exempt from the floor area ratio limits.</li> </ul> <p>[REFER TO ORD. SECTION 8]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>3. <del>Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's LDC:</del></p> <ul style="list-style-type: none"> <li>a. <del>One hundred forty six (146) feet above base flood elevation, inclusive of structured parking, for any building exclusively contains only temporary lodging uses as part of a Large scale Development project; or</del></li> <li>b. <del>Fifty (50) feet above base flood elevation, inclusive of structured parking, for any building containing multi-family residential units combined with temporary lodging units; or</del></li> <li>c. <del>Fifty (50) feet above base flood elevation, for any buildings containing residential dwelling units only; and</del></li> <li>d. <del>Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Large Resort character district shall be prohibited unless approved by voter</del></li> </ul> | <p><b>Sec. 35.8. - Building height.</b></p> <ul style="list-style-type: none"> <li>(a) <i>Restrictions and limitations.</i> The maximum height for each use within the LR District shall not exceed: <ul style="list-style-type: none"> <li>(1) <u>Residential use only or any temporary lodging use mixed with residential in the same building.</u> Building height shall not exceed 50 feet <u>above base flood elevation.</u></li> <li>(2) <u>Mixed temporary lodging/residential uses in same building.</u> Building height shall not exceed 50 feet regardless of development site size for any building containing temporary lodging units and residential units. <u>Any temporary lodging or commercial use building located within 200 feet of a property occupied by an existing residential use located outside the Community Redevelopment District.</u> Building height shall not exceed 50 feet above base flood elevation or the height of the adjacent residential building located outside the Large Resort District,</li> </ul> </li> </ul> |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| <p><del>referendum, if required by the City Charter.</del></p> <p><u>(d) <b>Height Standards</b> –The maximum building height for each use within the Large Resort (LR) District shall not exceed:</u></p> <p>A. <u>Residential use only, any temporary lodging use mixed with residential in same building. Building height shall not exceed 50 feet.</u></p> <p>B. <u>Any temporary lodging or commercial use building located within 200 feet of a property occupied by an existing residential use located outside the Community Redevelopment District. Building height shall not exceed 50 feet or the height of the adjacent residential building located outside the Community Redevelopment District, whichever is greater.</u></p> <p>C. <u>Temporary lodging use only. Building height shall not exceed 116 feet not including any decorative features or rooftop amenities extending twelve feet or less in height above the roof line.</u></p> <p>D. <u>Any variance to increase the maximum height for each type of use set forth above for this Large Resort character district shall be prohibited.</u></p> <p>E. <u>Building height for the above uses shall be measured in accordance with the “height” definition as set forth under the definition section of the Special Designation – Community Redevelopment District in this plan.</u></p> | <p><u>whichever is greater.</u></p> <p>(3) <u>Temporary lodging use only. Building height shall not exceed 116 feet above base flood elevation not including any decorative features or rooftop amenities extending twelve feet or less in height above the roofline.</u></p> <p><del>a. Development of a temporary lodging use that does not exceed 50 units per acre shall not exceed 100 feet.</del></p> <p><del>b. Large scale development of a temporary lodging use that exceeds 50 units per acre shall not exceed 146 feet.</del></p> <p>(4) <u>Secondary bonus commercial uses. Buildings containing the secondary commercial uses described in section 35.3(b) shall not exceed a maximum height of 28 feet.</u></p> <p>[REFER TO ORD. SECTION 9]</p> |
| <p><u>(e) <b>Setback Standards</b> – Any new building construction or building addition within the Large Resort (LR) District shall comply with the following setbacks:</u></p> <p>A. <u>Front Yard. The minimum front yard setback for buildings 50 feet in height or lower shall be 25 feet. The minimum front yard</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p><b>Sec. 35.9. - Setbacks.</b></p> <p>(a) Any conforming use or structure built prior to the adoption of these regulations is exempt from the setback requirements of [section] 35.9. Additions to existing structures and all new</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| <p><u>setback for that portion of a building rising above 50 feet in height shall be equal to the height of the building unless a lesser setback is approved by the City through the conditional use process to provide for increased compatibility with adjoining properties.</u></p> <p>B. <u>Side Yards.</u> The minimum side yard setback shall equal ten (10) percent of the lot width of the subject property, or thirty (30) feet on one side, whichever is less, not to exceed sixty (60) feet combined for both setbacks. Provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum side yard setback shall equal twenty (20) percent of the lot width of the subject property or 60 feet, whichever is less, provided that in no event shall the setback be less than 30 feet, for that side yard abutting the existing residential use. The City Commission may increase the minimum side yard setback for that portion of a proposed building rising above 50 feet in height when determined to be in the public interest upon evaluating a conditional use permit request.</p> <p>C. <u>Rear Yard.</u> For non-waterfront parcels, the minimum rear yard setback shall be 20 feet. For waterfront parcels, the minimum rear yard setback shall be the Florida Coastal Construction Control Line, provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum rear yard setback shall be increased as follows:</p> <ol style="list-style-type: none"> <li>1. <u>50 feet landward of the Florida Coastal Construction Control Line or in alignment with the existing rear yard setback of the adjacent residential use, whichever is less, for buildings 50 feet in height or lower.</u></li> </ol> | <p>construction shall comply with the required setbacks below:</p> <p>(1) <u>Front Yard.</u> The minimum front yard setback for buildings 50 feet in height or lower shall be 25 feet. The minimum front yard setback for that portion of a building rising above 50 feet in height shall be equal to the height of the building. The City Commission, through the conditional use process, may reduce the required front yard setback to provide for increased compatibility with adjoining properties.</p> <p><del>a. Large scale development. The setback for any building, excluding any secondary small scale bonus commercial uses facing and adjacent to the Gulf Boulevard right of way and parking structures located behind secondary commercial uses, shall be a minimum of 100 feet or one third of the average depth of buildable site, measured from the front property line to the Florida Coastal Construction Control Line, as may be amended from time to time, whichever is less. However, in no event shall the front setback from Gulf Boulevard be less than 75 feet.</del></p> <p><del>b. Small Scale development. All small scale development as defined in section 35.2(b) shall provide a minimum setback of 75 feet, or one quarter of the average depth of the buildable site, measured from the front property line to the Florida Coastal Construction Control Line, as may be amended from time to time, whichever is less. However, in no event shall the front setback be less than 60 feet.</del></p> <p><del>c. Secondary bonus commercial. Any building containing small scale bonus commercial uses shall be setback 20</del></p> |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                      | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <p>2. <u>50 feet landward of the Florida Coastal Construction Control Line plus an additional one-half foot of rear yard setback for every one-foot in building height for that portion of the building above 50 feet.</u></p> | <p><del>feet from Gulf Boulevard right-of-way. Main building entrances shall be visible and directly accessible by the pedestrian from Gulf Boulevard and shall have a street-level storefront character in compliance with the General Redevelopment design standards contained in Division 39. Parking shall not be placed within the front yard setback or in front of the secondary commercial use.</del></p> <p><del>d. Parking structures located behind secondary retail uses are exempt from the setbacks in [section] 35.9 (a)(1)a.</del></p> <p>(2) <del>Side yards for large and small scale development. Large and small scale development shall provide a combined minimum side yard setback equal to at least 30 percent of the lot width, with a minimum of 20 feet on one side, not to exceed 60 feet combined for both side setbacks.</del></p> <p>(3) <del>Side yards for secondary bonus commercial uses. Secondary bonus commercial uses shall have a minimum 15 foot side yard setback. The minimum side yard setback shall equal ten (10) percent of the lot width of the subject property, or thirty (30) feet on one side, whichever is less, not to exceed sixty (60) feet combined for both setbacks. Provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum side yard setback shall equal twenty (20) percent of the lot width of the subject property or 60 feet, whichever is less, provided that in no event shall the setback be less than 30 feet, for that side yard abutting the existing residential use. The City Commission may increase the minimum side yard setback for that portion of a proposed building rising above 50 feet in height when determined to be in the public interest upon evaluating a</del></p> |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                    | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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|                                                                                                                                                                                                                                                                                                                                                                              | <p><u>conditional use permit request.</u></p> <p>(4) <del>Rear yards. The rear yard setback for all development abutting the Gulf beaches shall be the Florida Coastal Construction Control Line. Buildable sites that do not abut the Gulf beaches shall provide a minimum rear setback of 20 feet. For non-waterfront parcels, the minimum rear yard setback shall be 20 feet. For waterfront parcels, the minimum rear yard setback shall be the Florida Coastal Construction Control Line, provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum rear yard setback as follows:</del></p> <p>(a). <u>50 feet landward of the Florida Coastal Construction Control Line or in alignment with the existing rear yard setback of the adjacent residential use, whichever is less, for buildings 50 feet in height or lower.</u></p> <p>(b). <u>50 feet landward of the Florida Coastal Construction Control Line plus an additional one-half foot of rear yard setback for every one-foot in building height for that portion of the building above 50 feet.</u></p> <p>(5) <del>Secondary front yards. All development that has parcel boundaries abutting a side street shall provide a minimum secondary front yard setback of 30 feet.</del></p> <p>[REFER TO ORD. SECTION 10]</p> |
| <p>(f) <u><b>Required Buffering</b> – New construction of a temporary lodging or commercial use that exceeds 50 feet in building height or adjoins an existing residential property located outside the Large Resort District shall provide a minimum 30 foot wide landscape buffer along the entire length of a required side yard with the specific landscape plan</u></p> | <p><b>Sec. 35.13. - Landscaping.</b></p> <p>Shall be in accordance with the requirements of Division 22 of the Land Development Code, Landscaping and Tree Protection. <u>In cases where new construction of a temporary lodging or commercial use exceeds 50 feet in building height or adjoins an existing</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| <p><u>to be reviewed and approved as part of the conditional use permitting process. The landscape buffer may contain any required public access to the beach, but no accessory uses. New construction of a temporary lodging or commercial use adjoining an existing residential property located outside the Large Resort District shall include the same buffer for rear yard along the adjoining residential property line, if applicable. The City Commission may reduce the width of the required buffer by up to 50 percent based upon its design and compatibility review of the project and any superior alternatives presented unless it adjoins an existing residential use located outside the Large Resort District, in which case there shall be no reduction to the required buffer width.</u></p> | <p><u>residential property located outside the Large Resort District, the applicant shall provide a minimum 30 foot wide landscape buffer along the entire length of a required side yard with the specific landscape plan to be reviewed and approved as part of the conditional use permitting process. The landscape buffer may contain any required public access to the beach, but no accessory uses. New construction of a temporary lodging or commercial use adjoining an existing residential property located outside the Large Resort District shall include the same buffer for rear yard along the adjoining residential property line, if applicable. The City Commission may reduce the width of the required buffer by up to 50 percent based upon its design and compatibility review of the project and any superior alternatives presented unless it adjoins an existing residential use located outside the Large Resort District, in which case there shall be no reduction to the required buffer width.</u></p> <p>[REFER TO ORD. SECTION 11]</p> |
| <p><b>Boutique Hotel/Condo District (B-HC)</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p><b>Policy 3:</b></p> <p>All development and redevelopment projects may be required to provide an easement to the City for <del>a beach boardwalk or trail</del> <u>unimproved public access landward of the mean high water line Gulf ward of the Florida Coastal Construction Control Line in the event the City pursues the development of a beach boardwalk or trail and the location is necessary</u> to provide a continuous, uninterrupted pedestrian beach system.</p>                                                                                                                                                                                                                                                                                                                                  | <p><b>Sec. 39.6 Temporary lodging use operational and occupancy restrictions, limitations and prohibitions</b></p> <p><u>(o) All large scale development and redevelopment projects approved under Scenario 2 as defined under Permitted Uses &amp; Standards for this Large Resort character district category may be required to provide an easement to the City for a beach boardwalk or trail unimproved public access landward of the mean high water line Gulf ward of the Florida Coastal Construction Control Line in the event the City pursues the development of a beach boardwalk or trail and the location is necessary to provide a continuous, uninterrupted pedestrian beach system along the Gulf of Mexico prior to a building permit being issued..</u></p>                                                                                                                                                                                                                                                                                           |